



PRAISE FOR RN ENVOYS

Sealink unveil £30m scheme

A £30 million development scheme by Sealink British Ferries aims to make Portsmouth's naval heritage complex a world class tourist attraction.

But Mr. James Sherwood, president of Sealink's parent company, Sea Containers Ltd, has promised the integrity of the historic site would not be compromised by the proposed revamp.

Under the scheme, for which Sealink will stake at least £3 million, visitors attracted by the historic ships and Royal Navy Museum would be encouraged to stay on for a full day out by the provision of restaurants, conference rooms, new displays, shops and a 400-seat auditorium.

Plans for Plymouth

Plans that the former HMS Plymouth should become a floating museum at Millbay Docks in her namesake city now involve the Warship Preservation Trust. It is hoped that the Falklands conflict veteran will be the centre of a maritime heritage project.

The plan is that there should be a one-year's trial so that a decision can be made on the long-term viability of the project.

Merchants of Venice

MEMBERS of the ship's company of HMS Achilles (left to right: RO Bill Hailey, RO Dodger Long and LRO Chats Harris) took the opportunity for some souvenir hunting when they visited Venice. Full story in page 9.

Picture: LALPhoto Ker Sathias

AS SHIPS of the Outback '88 task group began their six month deployment to the Far East and Australia there was praise for the young RN ambassadors on board.

Rear-Admiral Peter Woodhead, flying his flag in HMS Ark Royal, said the sailors would help dispel the "football hooligan" image of British youth.

"They all know that they are representing the Royal Navy and their country. They're all very proud of that," he said.

Rear-Admiral Woodhead said the deployment would highlight the professionalism of the Royal Navy and the strengths of its equipment. The group, set around a carrier, was felt to be of optimum size, but it would make "inroads".

He said, "This is a priority but there are other priorities as well. One would always like to take more warships but we are totally committed to NATO and there is an enormous amount of work to do."

As well as the Ark Royal, the group includes the Type 42 destroyer HMS Edinburgh, on board which the Duke of York is serving, and the frigate HMS Sirius. Support is being provided by the Royal Fleet Auxiliaries Fort Grange, a multi-purpose stores ship, and the tankers Olwen and Orangeleaf.

The six ships with their 22 aircraft — Sea Harriers and helicopters — and over 2,000 men will sail 30,000 miles before returning home.

The task group will be back in home waters in time for Christmas, but the Duke of York is one of a number on the

See cartoon
in page 14

deployment likely to see home before that — on leave for the birth of their children.

After a major exercise in the eastern Atlantic and manoeuvres with the French and Italian navies in the Mediterranean, the Ark Royal and the Edinburgh were calling at Malta in late June, for the first major visit of the deployment.

The group will continue east through the Suez Canal and across the Indian Ocean. In the South China Seas it will participate in a joint exercise with the Sultan of Brunei's armed forces.

Two exercises are also being planned with Britain's partners in the Five Power Defence Arrangements — Australia, New Zealand, Malaysia and Singapore. Port visits in the

Turn to back page



KEEPING WATCH

Three of the smaller ships on Gulf duties — from bottom, HM ships Dulverton, Herald and Middleton. More Gulf news in centre pages.

Picture: PO(Phot) Stewart Kent, FPU.

ALLOWANCES
LETTERS
Page 7



EYES RIGHT ... AND FALL OUT THAT MAN!

EYES right! A stretcher party in kamikaze-style headgear sacrifices another man...

But there was no loss of face for the Fisgard Squadron divisional officers on a charity run of the HMS Raleigh assault course at the end of a hard term's work.

The Squadron senior rates formed "snatch squads" and abducted DOs, who were only released on completion of a sponsored forfeit.

More than £250 was raised for the squadron guide dog fund and the entertainment was enjoyed by all.

Helping Hands

Jupiter's running total is £2,635

BY JUPITER, what a way to go! On his last full day in office the Mayor of Middlesbrough accepted a hefty charity cheque from the commanding officer of the city's adopted ship.

HMS Jupiter visited Middlesbrough back in February, arriving on the same day as a team of runners who had made the trip from Portsmouth the hard way — on foot.

When, more recently, Cdr. Barry Bryant handed over the £2,635 raised on the sponsored run to Cllr Malcolm Pritchard it was a final call for both men — one is stepping down as mayor and the other moving on to new duties.

The presentation took place in the Mayor's parlour watched by the Mayoress, Mrs. Jackie Pritchard, PO(R) Neil Richards and LWEA Peter Jennings.

The money will be shared by the Royal National Lifeboat Institution and the Teesside Guide Dogs for the Blind Training Centre.

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The Duke and Duchess of York were guests of honour at a ladies' night in the WOs' and CPOs' mess at HMS Osprey, when a cheque for £300 was presented to Weymouth and District Mencap.

Mess president WO Mike Maddock and CPO David Handscombe handed the cheque to Mrs. Yvonne Culverwell, chairlady of the branch. The presentation marked the completion of a two-year commitment to support the charity.

During that time the senior rates mess raised over £1,500 through raffles, a charity bottle, fund-raising evenings and a donation from the Portland Navy Days Charity Fund.

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Thanks have gone on record to the Earl and Countess of Crawford and Balcarres, Mrs. Barbara Moonlight and HM ships Camperdown, Wildfire, Mercia, Graham, Salford, Paragon, Hallam, Ceres and President for their efforts in raising £700 for the LS(D) Mike (Pincher) Marten Appeal Fund.

Pincher, who worked so bravely at the Zeebrugge ferry disaster, was later paralysed after breaking his neck in a water-skiing accident.

Money is being raised to buy

him a lightweight wheelchair and for equipment for the spinal injuries unit at Odstock Hospital, Salisbury, where he was treated.

It is great to hear that Pincher is now out of hospital and back at home.

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If success could be measured by the length of a title, then MEM(L) Paul Williams would be a wealthy man — he defeated nine other hopefuls to become Mr. Television South West Telethon '88.

Unfortunately, 19-year-old Paul made it no further than the last eight when he went on to ITV's national Mr. Telethon contest which was screened during the station's 27-hour charity event.

Paul and ten of his colleagues from HMS Argonaut had already raised £900 for the Telethon fund from a sponsored pram push from Land's End to Plymouth.

Three of the ship's company manned the Land-Rover escort

while seven others, including Paul, ran in three-mile relays pushing a pram containing a giant teddy bear.

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HMS Talent, recently launched and only just starting to crew-up, took on the Telethon challenge with a vengeance.

With a ship's company of only 27, the coxswain, WO Cox'n David Spencer, and the Wrecker L, CPOMEA Alan Ross, led their teams in a charity event in Hayton, Cumbria, to raise an amazing £1,000. Alan presented the cheque to ITV on air on the Monday evening.

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Bolstering the ITV Telethon '88 Appeal proved a real "drag" for 180 trainees and instructors from HMS Daedalus. They spent eight hours hauling Wessex helicopters down the runway, pulling in sponsorship cash all along the way.

MARINES HAND OVER BOOTY

ROYAL Marines of 45 Commando's X Company showed their softer side by organising an auction in aid of a children's hospital — and what a lot they got!

The men warmed to the idea of holding the auction during Arctic training in northern Norway and put in bids for the privilege of becoming company commander or sergeant-major for the final company exercise.

Section commander LCpl. Michael Dalgarno dreamt up the scheme and decided the

£662 raised should go to Great Ormond Street Hospital's Wishing Well Appeal.

His own bid won him the title of company commander, while Mne. Steve Wilson pledged the highest bid of all (about £120 in Norwegian kroner) to become sergeant-major for a day.

Their real-life counterparts, Capt. George Gelder and Sgt.-Maj. Raymond Kay, had to admit their replacements did remarkably well leading the final exercise.

The money was presented to Staff Nurse Julia McLane by troop commander, Lieut.



Picture: PO(Phot) Danny du Feu

Chris Chappie, who was accompanied by LCpl. Dalgarno (standing left), LCpl. Lee Hawkins, Mne. Colin Shaw and Mne. Paul Southwell.

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Devonport ships and personnel helped four local MOD policemen on their way to raise thousands of pounds for the Wishing Well Appeal. Constables John Gilbert, Gary Smith, Mike

Searle and Brian Davies set off from the dockyard on a round Britain drive which took them 2,600 miles in 3½ days.

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Meanwhile, walkers from HMS Daedalus made sure still more funds poured in the Wishing Well.

A class of air engineering mechanics, their tutors and the girlfriend of one of the men completed a 95-mile

hike and raised £1,686.

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Great Ormond Street Hospital's appeal was also on the mind of WRNS at the Royal Marines Commando Training Centre at Lympstone. They organised a band concert and raffle — local traders donating the prizes — and were able to drop a cheque for £630 into the Wishing Well at the end of the evening.

Rum do lifts Nelson spirits

MASTER-AT-ARMS John Western was surprised and disappointed when he arrived at HMS Nelson early in 1987 to discover that the establishment had not retained any of the original equipment used for the daily issue of the rum "tot."

Although the tradition ended in 1970, he thought it deserved some recognition — and with the help of Mike Fogg from Pusser's Rum, he managed to locate one of the original grog tubs.

The renovated tub was presented to the POs Mess at HMS Nelson and will go on permanent display.

The tub was christened with the issuing of a tot of Pusser's rum to all those at the presentation ceremony, and it will be used again on special occasions.

The display round the tub will include other items of original rum gear — including a rum pump which was donated by HMS Nelson's Welfare Secretary, Mr. Nick Carter.

Anyone with other items which may be of use for the display are asked to contact MAA John Western at HMS Nelson, Ext. 23889 or the POs Mess, Ext. 24115.

Calling old Olympians

ALL old Olympians are invited to a ship's company paying-off dance being held at HM submarine Olympus at the end of the year.

The event takes place at the Portsmouth Holiday Inn on Monday December 19, cost is £15 each, and the first 100 applicants will be successful. Overnight accommodation can also be booked.

Applications or further information: Lieut. D. A. Humphrey, HMS Olympus, BFPO Ships.

Condor quest

MORE than 10,000 people are expected to attend a golden anniversary extravaganza planned at RM Condor to celebrate 50 years of service presence at Arbroath.

The big day — June 3 1989 — is still nearly a year away, but organisers are keen to hear from anyone willing to lend Condor memorabilia.

They should contact Maj. I. Ballantyne RM, Officer Commanding, Base Company, RM Condor, Arbroath DD11 3SJ (tel. 0241-72201 ext. 3035).



Rosyth team refit longboat

PERSONNEL from the Rosyth Fleet Engineering Centre have been flitting around in their spare time — offering their expertise to the Seagull Trust by renovating a long boat which offers canal cruising for disabled people.

MV Janet Telford is now ready for the summer season, after months of major renovation which included the redesign and rebuilding of her bow and stern, the alleviation of steering problems, the fitting of a new engine, rewiring, and complete refurbishment of the accommodation area.

CPOMEA(M) Tanzy Lee,

CPOMEA(M) Spud Murphy and POMEM(L) Micky Chew provided long-term continuity for the project but were backed up by a team of colleagues who gave a helping hand when they could.

● In the picture, Cdr. Ken Watmough of the Fleet Engineering Centre, Rosyth, is joined by men who helped with the renovation of the long boat Janet Telford for the boat's formal return to Brigadier Frank Couttes, Trustee and Chairman of the Finance Fund Raising Committee of the Seagull Trust.

Helicopter ship starts with a fly-past

A FLY-PAST of Sea King and Lynx helicopters saluted Britain's only aviation training ship as she began her working life in Portsmouth.

A service of dedication was held in the vast hangar of Royal Fleet Auxiliary Argus, which will provide the Royal Navy with improved helicopter training facilities.

The 28,000-tonne Argus is the former container ship mv Contender Bezant. She was delivered in March after 3½ years under conversion at Harland and Wolff's Belfast shipyard — the MOD's first experiment in whole-ship procurement, in which the contractor takes full responsibility for design, construction and trials.

Now embarked on a six-month trials period, the Argus will enhance training facilities for Sea Kings, Lynx and the new EH101 Merlin helicopters. She is capable of operating six Sea Kings and of transporting up to 12 Sea Harriers in her peacetime role.

Unlike ships of the RN, which they are employed to support, RFA vessels do not begin their careers with a commissioning ceremony and the Argus was only the second RFA ship to have a dedication service.

It was held at Portsmouth Naval Base on June 1, conducted by the Rev. Roger Bennett RN, who has special responsibility for the RFA. Battle honours of previous Arguses were presented to Capt. Richard Thorne RFA, the ship's master, by the Chief of Fleet Support, Vice-Admiral Sir Benjamin Bathurst.

Lady Pamela Blelloch, wife of former Under Secretary for Defence Lord Blelloch, was the ship's sponsor. She launched her in March after the multi-million pound refit.

ONSLAUGHT RETURNS

HMS Onslaught has returned to operational duties following a docking period and work-up in the Clyde exercise areas.

The submarine celebrated her 25th birthday back in November when the ship's company of HMS Dolphin threw a party for serving and former members of the crew. Guests came from as far away as Canada.

PRESIDENT

At the reunion the commanding officer, Lieut-Cdr. David Cooke, accepted the invitation of the recently formed Wansbeck district branch of the Submarine Old Comrades Association to become its president.

The 25th anniversary cake was later presented to Princed Court elderly peoples home in Southbourne by AB(TS)(SM) Steven Randall, whose mother works there, and Lieut-Cdr.



Kevin Franks, the then first lieutenant.

During the docking period HMS Onslaught hosted visits by various affiliated organisations, including members of RNA Aldenham, High Wy-

combe Rotary Club and TS Onslaught.

On completion of work-up, under the guidance of Captain Submarine Sea Training, there was a run ashore in London in early June.

CIMNEL SHIPS WIN TROPHY

Gulf tasks success

SAILORS from ships of the first Cimnel Task Group in the Gulf area admire the Plessey Minewarfare Efficiency Trophy, awarded annually for the most significant contribution to minewarfare in the Minor War Vessels Flotilla. It was received on behalf of the ships by Cdr Tim Hildesley from Mr Alan Hayman, Plessey Marine's Defence General Manager (Sonar Systems Group), pictured left foreground.



Danae tribute to Falklands men

WHILE conducting her Falkland Island patrol, HMS Danae called at Lively Island to lay a wreath in memory of the crew and men of LCU 72.

The landing craft from HMS Fearless was attacked on June 8 1982, exactly six years earlier, and sunk with the loss of all hands.

Lieut.-Cdr. Geoffrey Mackett, CMEM(L) Bill Cotton and the Danae's Lynx crew conducted a short ceremony ashore at the memorial near the Lively Island Settlement.

On board, divisions were held on the flight deck and a short service, including a minute's silence, was led by the commanding officer, Cdr. Chris Waite.

Illustrious in credit

HMS ILLUSTRIOUS claims to be the first warship to offer its many visitors the facility to pay their bills by credit card — "like any other five-star hotel".

This option for paying mess bills is particularly convenient for visiting contractors and for the Foreign and Commonwealth officers serving in the ship.

ROCKS AHEAD?



VIEW FROM THE OPS BRANCH DRAFTING COMMANDER'S DESK

DRAFTY does not have a motto. Many of our customers have thought of one over the years but they have normally been unprintable, and the old Portsmouth Port Drafting Division had rather a good one — Much Courted, Little Loved — which is probably as true today as it was before.

Drafting became centralised 30 years ago. But if I were to choose a motto for the Operations Branch Drafting Section today it would have to be the American expression "Between a rock and a hard place".

Old phrase

The rock is that old phrase, the needs of the Service — all the billets which have to be filled at sea and ashore with the right rate of the right stream with the right adqual at the right time.

The hard place is you, the 12,000 men and women of the Operations, Regulating, PT, CT and Wren Telephonist Branches — how many there are of you, what you are by rate and category and what you do and what you want.

In some ways the rock is not very rock-like. It does change its shape and size, sometimes quite quickly, catching Drafty

out and causing you more turbulence.

But its main features for all of us are very rock-like. It is always there looming over us and it dominates our lives.

The hard place, being human, is more complicated and what makes it harder or softer is how big the difference is between it and the rock.

Let me explain. The rock is what the Navy needs to run the Fleet, the hard place is what people actually do about it.

The rock needs so many recruits to enter the gates of Raleigh, so many people to pass their WPEs and PPEs and qualifying courses for the higher rate, so many people to get promoted to CPO or WO, so many people to volunteer and qualify for navigator's yeoman or helicopter controller or ship's diver, so many people to stay in the Service for nine years or 12 years or 22 years or whatever and so on.

But no one can force you to do these things. You make your own choice whether to join, whether and when to advance yourselves, whether to take up an adqual or relinquish it and when to leave.

Even the things the rock does make you do — like sometimes spending three years at sea, rotating between sea jobs in Devonport or Rosyth and shore jobs in Portsmouth — you do

not have to like, and you can show it by leaving.

Now the point of all these fancy explanations is not just to have a good sob about what a hard life it is for a Drafter but to get you to realise how much control you have, and how little control Drafty has, over making your own particular place harder or softer.

Naval life can never be really soft. It will always involve sea time, separation, doing things

"What a load of rubbish" you are probably saying by this stage. "It's Drafty who causes the shortages by driving people outside with his stupid and insensitive drafting and all he is doing is clearing his yardarm. What on earth can I do about shortages?"

The answer is, more than you think. Most of our shortages today — stand fast the communicators who do have an overall numbers shortage — are just at

a shortage you should be thinking about training yourself to move up now while advancement is still fast because the ripples and turbulence of shortages always move down a branch and a PO's hard place is a great deal softer than a LH's and a LH's not nearly as hard as an AB's.

Shortages

If you are a communicator it is more difficult to do anything about your situation because the problem is shortages at RO not at the higher rates, but even so it's worth remembering that if the Navy had all the RO(G)s it ought to have, RO(G)s would be getting 20 months ashore after three years at sea.

This is the second best deal at Able Rate, after Divers, in the whole Operations Branch and it only needs a few more recruits and a few less notice-givers for ROs to get what they should be getting for their generally harder times at sea and ashore.

Drafty will always have to do some pretty frightful things to some people sometimes. His priority — the needs of the Service — is never going to be exactly in line with what you, his people, want and where you want to go.

But if Drafty had all the people he needed he would not have to do nearly as many ghastly things as he does at the moment and you, collectively, have much more control over whether he has the people he needs than he does.

Of course it's difficult to do anything about it individually, and, as with most things in the Navy, it's not so much a case of

you directly affecting your own fate as what you do affecting your oppo, and what he does affecting you.

But, still, next time you get a non-preference draft ashore after three years preference at sea with three Armilla patrols, one BOST, two COSTS and a bare minimum of base port time, just pause for a moment between cursing Drafty to the heavens to think whether you could have done anything — advanced yourself, trained or encouraged someone else to advance himself, given someone more motivation and encouragement so he didn't put his notice in — which might have got you more time ashore in a job you wanted and someone else into the job you don't want but he might.

Most of you who are in a hard place can do something to make your place a little softer. You can do something to help Drafty to help yourselves and you can help put him where he would much rather be — between a rock and a softer place.

The Team

OPERATIONS BRANCH
DRAFTING TEAM

Drafting Commander: Cdr. C. E. G. Bonner.

WO Appointing, Regulators: Cdr. C. E. G. Bonner (ext. 2494); CPO D. Walker (2497).

Sonar, Divers, MW, PT: Lieut.-Cdr. R. E. Wilkins (2453); CPO K. Boyle (2441); POWren P. Miles (2441).

COMMS, CT, EW: Lieut.-Cdr. P. J. Stembidge (2452); CPO C. Metcalfe (2496); PO J. Conway (2442); LWren J. Russell (2442).

Missile Seaman: Lieut.-Cdr. M. R. Dunhill (2454); CPO D. Haynes (2459); CPO K. McQuillan (2284); LWren J. White (2459).

Radar, Survey Recorder, Weapon Analysis, Britannia (Ops): Lieut.-Cdr. P. J. Young (2457); CPO F. McKnight (2450); LWren L. Gannon (2259).

When his ship was torpedoed...
so was his
future peace
of mind

Leading Seaman R. t.H. n served right through the war. He was torpedoed in the Atlantic and suffered from exposure. He served in Landing craft, and his home received a direct hit from a bomb while he was there on leave.

In 1945 his mind could take no more, and he spent the next 25 years in and out of mental hospitals. He now lives with us.

Sailors, Soldiers and Airmen still risk mental breakdown in serving their country. However brave they may be, the strains are sometimes unbearable.

We care for these gallant men and women, at home and in hospital.

We run our own Convalescent Homes, a Hostel for the younger homeless who can still work, and a Veterans' Home for the ageing warriors who are no longer able to look after themselves. We also assist people like R. t.H. n at Pensions Tribunals, ensuring that they receive all that is their due.

These men and women have sacrificed their minds in service. To help them, we must have funds. Please send a donation and, perhaps, remember us with a legacy. The debt is owed by all of us.

"They've given more than they could—please give as much as you can"
To protect those concerned, this is an amalgam of several such case histories of Patients in our care.



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BEAMING IN



NATIONAL Smile Week offered a perfect opportunity for staff of HMS Raleigh's Dental Department to sweeten a sometimes bitter pill — the theme "Bridging the Gap" saw Wren Sue Beckett, POWren Mary Norris and Wren Kerry Langthorp (pictured left to right) helping to break down the communication barrier between patient and dentist.

The human toothpaste tube and giant demonstration "mouth" brought smiles all round and encouraged visitors to look further at the comprehensive display which was aimed at promoting healthier eating and better cleaning of teeth.

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Jersey spreads her net



BATTLE HONOURS

Santa Cruz 1657. Lowestoft 1665. Orfordness 1666. Lagos 1759. Mediterranean 1941.

FACTS AND FIGURES

Displacement: 1210 tonnes. Length: 59.5m. Beam: 10.7m. Draught: 5.9m. Gun: 40mm Mk. 3. Main engines: Two Ruston RKM 12-cyl. diesels, one shaft. Range: 7,000 miles at 12 knots. Radar: Type 1006. Complement: 39.

Wearing the pennant of the Fishery Protection Squadron, HMS Jersey sets off on her patrol duties under the command of Lieut.-Cdr. Martin Butcher.

NINE action-packed months have passed since HMS Jersey completed her 1987 refit, and the Island Class offshore patrol vessel has now clocked up over 310,000 miles on operational duty since commissioning in October 1976.

Her busy post-refit programme began with her rededication by the Princess Royal on September 11. The Princess has close links with the ship as she launched and commissioned her, and also rededicated her after her first refit in 1981.

Before rejoining the Fishery Protection Squadron, the ship underwent Operational Sea Training in the Firth of Forth, and as a result of her fine performance in training she was presented with the 1987 Good Luck Cup for small ship gunnery.

HMS Jersey was the first of the Royal Navy's Island Class vessels to be laid down — she was built at the Hall Russell Yard at Aberdeen. The Class was designed on civilian trawler lines and is tasked with the protection of offshore oil and gas assets and the patrol of the fishery limits.

She is powered by two Ruston diesel engines driving a single screw with a variable pitch propeller which gives her a maximum speed of 15½ knots. Her navigation and communications equipment is very sophisticated and includes world wide HF and INMARSET satellite telephone/telex.

Since commission HMS Jersey

has been involved in policing, salvage and oil dispersant incidents, and is occasionally used for foreign warship surveillance.

As might be expected, the ship has strong ties with her namesake island, and her most recent visit to Jersey did much to renew and strengthen those bonds. Social engagements were made as enjoyable as always by the warmth of the islanders welcome, and the satisfactory 6-6 result of the football match against a combined Police and Fire Brigade team summed up the friendly spirit of the visit.

While on southwestern patrol the ship made three arrests of Spanish side-trawlers — two of them on one day — and she was also successful in detaining a number of UK vessels which led to prosecution. In all 163 boardings have been made since last October, 57 of them in May alone.

In March she made an informal visit to London and members of the ship's company took the opportunity to invite family and friends onboard to make the journey to patrol duties in both the northern and the southern North Sea, with stand-offs in Aberdeen, Lerwick, Hull, Newcastle and Grimsby. She was due to visit Brugge in Belgium during July.

Loyal island earns ship royal favour

A FOURTH rate of 48 guns, the first HMS Jersey was built in the fifth year of Oliver Cromwell's Protectorate, 1654. Being a Commonwealth ship she did not automatically become a Royal ship on the Restoration in 1660. Most similar vessels had their names changed, but as mark of appreciation of his treatment in her namesake island, Charles II permitted the name of Jersey to be retained.

In service for the King she had a distinguished career fighting in the West Indies and in 1665 in the Four Days Battle against the Dutch off the North Foreland. This proved to be one of the longest fights in the history of naval warfare and inflicted serious damage on both fleets.

Her most illustrious commanding officer was the diarist Samuel Pepys who took command for a very brief spell while he was Secretary of the Navy. In 1691 the Jersey was taken by the French and served three years for them before being destroyed by her former owners, the British, in Blane Sablon Bay.

The second ship to bear the name had a short and undistinguished career, but the third was more noteworthy, serving in the West Indies and carrying out many small and detached engagements against the numerous filibustering expeditions mounted by the French against the islands.

Number four was Fourth Rate of 60 guns with a crew of 400 men. She spent much of her life in the Mediterranean and in 1745 fought a severe action with the St Esprit which was inconclusive and resulted in the French ship escaping

to Cadiz.

She ended her life in very poor circumstances, as in 1775 the Admiralty directed that she be fitted out as a hospital ship and be stationed at New York where she later became a prison ship for privateers captured off the American coast. When New York was evacuated in 1783 the Jersey was abandoned and later broken up.

Cowes

Three HMS Jersey's were built in Cowes, including the fifth, a four gun cutter which was built there in 1859. Her total cost was £1,754, and she spent her short service life round the island of Jersey where she served as a fishery protection vessel. In 1873 she was sold.

The sixth ship of the name was also built in Cowes, and she was launched by the wife of the Bailiff of Jersey. She was a J Class Destroyer laid down in September, 1937 and carrying a ship's company of 218. She was approximately three times the size of her first predecessor and carried rather fewer men.

It was not long before the sixth HMS Jersey saw action,

as on September 4, 1939 she intercepted the SS Johannes Molkenbuhr which scuttled herself to avoid capture — helped by shots from Jersey's 4.7 inch semi-automatic guns.

In December she was on patrol off the Norfolk coast in company with HMS Juno, when they were attacked by two German ships. A torpedo struck the Jersey on the starboard side in the auxiliary engine room. She was seriously damaged and 13 of her ship's company died.

After extensive repairs she joined the Fifth Destroyer Flotilla under Captain Louis Mountbatten and in this capacity she carried out patrols and escort duties with the Nore and Plymouth commands.

In 1941 the flotilla left Plymouth for Malta to back up the Mediterranean Fleet. Together with the cruiser HMS Gloucester, the six destroyers of the Flotilla mounted anti-shipping strikes from the island.

It was while returning from one such operation on the morning of May 2 that the Jersey was blown up by a mine and sank in the entrance to Grand Harbour. She was a total loss, and 35 of her ship's company died and 48 were wounded.

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POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.5, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which finally paid off before 1956.

Diomedé heading out to oceans new

**UNUSUAL
EUROPEAN
CATCH BY
SOBERTON**

AFTER 17 years with the Royal Navy, HMS Diomedé is to be handed over to the Pakistan Navy at her decommissioning ceremony in Portsmouth on July 15.

In the years since she was accepted into service, the Diomedé's first commanding officer has risen to become Admiral of the Fleet Sir John Fieldhouse, Chief of the Defence Staff.

They have been eventful years for the frigate as well. Involved in the Icelandic Fish Patrol, Beira Patrol, Operation Corporate and Armilla Patrol, the Diomedé has also had two full world deployments and four tours as West Indies guardship.

Viewers

Television viewers saw her in the BBC's Warship series in 1975 and a decade later she was Royal Escort.

Before decommissioning, the Diomedé made a final visit to Langbaugh-on-Tees, the borough which adopted her ten years ago. Last year the ship's company was granted Freedom of the borough and the right to march through its streets with bayonets fixed.

Freedom

After the right was exercised for the last time, Cdr. Anthony Hogg handed back the casket and Freedom scroll to the Mayor, Cllr. Donald Lane. He later planted a tree in the grounds of

Kirkleatham Museum, where the ship's bell is to be displayed.

Members of the ship's company took part in numerous events, including a visit to a home for disabled people to talk about life on board. A party of engineers and cooks spent a day at a centre for the young unemployed.

Appeal

During the Diomedé's visit to the borough £145 was raised for the council's Alzheimers disease appeal.

The local nightclub provided plenty of diversion, with the selection of Miss Paula Robinson as Miss Diomedé. At a separate event PO Andy Gleave won second prize in a boxer shorts competition!

PO Cook Graham Martin baked and iced a 32lb cake, which was presented to the Mayor. The Dormanstown Delegates Juvenile Jazz Band, the ship's mascots, turned out to play as the Diomedé sailed with her 371ft. paying-off pennant flying.

She returned to Portsmouth in time for a Families Day on May 31, when visitors saw a mortar firing, 4.5in. gun shoot, amphibious operation and fly past.



Pictured above: Mayor of Langbaugh-on-Tees, Cllr. Donald Lane, bids farewell to the ship's company of HMS Diomedé.
Picture: LA(phot) Mick Grant.

Swift action called for in Hong Kong

REFUGEES FROM Vietnam have been arriving in Hong Kong waters at the rate of more than 200 a day — but many boats and their occupants have been handed over to the authorities having been apprehended by Royal Navy patrol craft.

The picture below — taken from an accompanying RN Searider — shows HMS Swift about to stop another boatload of refugees from landing.

The refugee problem has become so great that the 250-seat RN Service ferry, Jenny, has been drafted in to help Hong Kong police. She is acting as a "taxi" to transfer the Vietnamese around the region's islands, and is expected to continue in her new role for as long as necessary.

Two other RN vessels have been hitting the Hong Kong headlines. The junior rates mess of HMS Plover played host to Captain of the Fleet,

Capt. Dermot Rhodes, when he paid a brief visit to the Colony. After being welcomed on board the Hong Kong Squadron patrol craft by commanding officer, Cdr. Nigel Whinney, he discussed Squadron life with junior rates.

The longest-serving member of HMS Starling's ship's gunnery team, LWEM(R) G. Clark, was proud when he was selected to accept a trophy on the ship's behalf from Brig. Giles Arnold, Deputy Commander British Forces Hong Kong. The Starling had outgunned her sister ships of the Hong Kong Squadron to win this year's Far East Fleet Gunnery Trophy.

Battle museum opens in Caen

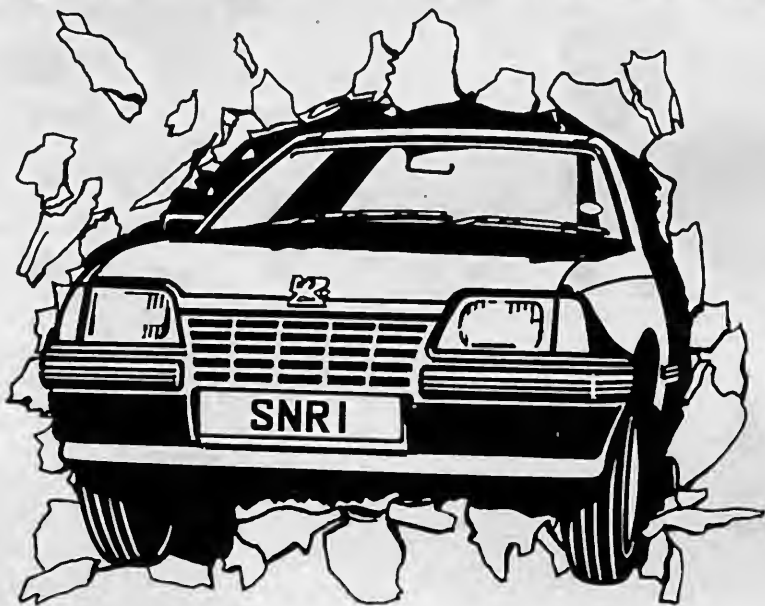
THE official opening of a new museum in Caen commemorating the Battle of Normandy took place on June 6, the 44th anniversary of the D-Day landings.

Mr. George Younger, Secretary of State for Defence, joined President Mitterrand of France and other European and American dignitaries for the ceremony.

Earlier in the day he toured the area of British beach-heads on D-Day, met veterans of the landings and laid a wreath at Ranville war cemetery.

Additional British presence was provided by HMS Active, which sailed up the Orne to dock in Caen and show the British flag.

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JACK

BY TUGL



SONG OF A GUN!

BEFORE the Second World War every major warship carried four two-pounder guns for the dual purpose of firing salutes and arming, in some cases, ship's boats.

The guns were elderly — some carried Queen Victoria's cipher on the chase — but many were mounted in Fairmile motor launches, much to the disgust of the RNVR, who felt they deserved better weapons.

Saluting was their main duty and this important and frequent ceremony was the responsibility of the commissioned gunner or gunner of the ship.

Always odd numbered, because even numbers were fired at naval funerals as a sign of mourning for the dead officer, salutes ranged from seven to 21 — the royal salute.

Between each gun fired was a five-second interval but when I first went to sea I remember that the gunner did not use a stop watch and regulated firing by singing out: "If I wasn't a gunner I would not be here — FIRE ONE. Because I'm a gunner I have nothing to fear — FIRE TWO" and so on. There was a different line for every gun, some comic, some vulgar but invariably correctly timed within a second.

As a former gunnery officer and author of *Whaley — the Story of HMS Excellent 1830-1980* I am ashamed to confess that the words of the remainder of the 21 lines sung out between guns have defied all research effort. Can anyone help please? — John Wells (Capt), High Firs House, Liss, Hants.

Married men 'the victims'

WHILE recognising the need for an overhaul of naval allowances in the current drive for economy, and the requirement to remove allowance anomalies between single and married men, there is a strong feeling among almost all married personnel that they have become the victims, instead of the beneficiaries, of the change in the conditions of service of the man who should count most — the seagoer.

Apart from the addition of three extra warrants, I cannot see how the recently-announced seagoers' package recognises the "increased sea-time, separation and turbulence now involved in a naval career."

The implications of declaring families stable or mobile, and the changes in rules of Home to Duty and Boarding School Allowance, will no doubt raise many talking points and arguments.

Viewed from a ship the review is seen as confirmation that the powers-that-be are out of touch with the views and needs of the seagoer — married or not. — T. Capel, CPO(OPS)(S), HMS Beaver.

'Let down'

I AM feeling disgruntled and a piece of excess baggage — i.e. a naval wife.

With the new rules on allowances, I will have to give up my job and home, albeit married quarters, to continue to remain eligible for Boarding School Allowance.

I am fully aware that BSA should not pay the full amount and have chosen to settle and



Letters



work in Gosport so that my wages can help meet the extra cost.

When my husband goes to his new posting at the end of the year I should have to leave my job, be unable to have my son home at weekends because of the distance involved — and be worse off financially.

Question: Why does a divorced man receive eight warrants a year to see his children, yet we are allowed three and have to pay the first 50 miles?

I feel as though I am being forced to leave my child, and that I do not count in the Navy's eyes. It's all a bit hard to swallow.

My husband, who has served 27 years, is feeling let down by the package of new allowances and is on the point of giving notice. We were on the point of buying a property down here but there doesn't seem much point now. — Naval wife, Gosport, Hants.

Fewer warrants

THE improved remuneration for seagoers is well deserved and should have been introduced years ago. However, the redistribution of travel warrants among those ashore does cause me some concern.

I am based in the north of Scotland while my home and family are in Cornwall. I have to travel a round trip of 1,300 miles to spend a week-end with my family and yet I find that my annual entitlement to free travel warrants is reduced to two.

This is precisely the same

number given to a married man based in a shore establishment in Devonport and living at home with his wife and family every night of the year. How does this comply with the statement that "the underlying purpose of the UK leave travel scheme — warrants — has always been to promote family unity when Service commitments take the serviceman / servicewoman, son or daughter away from home."

You may have already guessed that I am single. — B. D. Ferrand, Lieut., Inverness.

● In response to the Review of Allowances letters it was stated, "The Director of Naval Service Conditions is very concerned to ensure that before individual answers are given to these queries, the full rules on a topic are known. As mentioned in June's Navy News, the rule writing is detailed and complicated, requiring wide consultation before final approval."

"Rather than confuse with a series of individual answers, DNSC has undertaken to provide an overall reply to all the correspondents, if necessary giving individual answers where appropriate, when the detailed rules are known. The basic advice is don't over-react in haste." — Editor.

New angle

I HAVE noticed from recent pictures in Navy News that officers, and ratings dressed in fore-and-aft rig, wear their peaked caps horizontally with the peak almost covering the eyes.

GULF SERVICE 'QUALIFIES FOR MEDAL'

WHEN will the powers that be get round to awarding a "General Service" for the Gulf Armilla patrols?

When we consider that being at readiness for up to two weeks at a time is involved, it is comparable to other operations for which the medal has been awarded. Bear in mind also that normally these are five-month patrols.

I have a vested interest, my

son being on his fourth patrol, three times in HMS Cardiff and more recently in HMS Gloucester. — W. H. Manners, Ex-PO, Sidcup, Kent.

Praise for Boxer lads

MAY I record my thanks to the lads of HMS Boxer whom I met several months ago in Doha (Qatar) in the Arabian Gulf for their hospitality aboard the ship and for the manner in which they conducted themselves while ashore.

If only more of our young people — who travel abroad in far less stressful circumstances — could behave themselves as well as these sailors did, then the British would be welcome everywhere.

As an ex-petty officer (Second World War) I was proud to be in some small way associated with the ship's company of the Boxer. Her visit to Qatar will be remembered with affection by the British community resident there and by those of us who have since returned to the UK. — Pat Sullivan, Carshalton, Surrey.

Valuable medal

IT WAS good to see Shipmate Gerry Orchard receiving his Naval General Service medal, with minesweeping clasp, after so long (RNA page, May edition).

This medal is something of a collector's piece, and is priced at almost £100 by dealers. I wonder why?

There must be thousands of men still around who should have this medal, but are unaware of its existence. On the other hand, the criteria stated in KR and AIs is for 180 days actual sweeping — Dan buoy laying, steaming to and from harbour being excluded.

So the lads on the Dan-laying trawlers are excluded, but in my opinion they worked just as hard, if not harder, than the rest of us. Could it be that the criteria has been relaxed? I hope so.

Incidentally, I served with the 15th Flotilla, HMS Dunbar, around the East Coast during the qualifying period, and would like to hear from any old shipmates. — Harry Greenwood, Headquarters Roll RNA, 3 Sandpiper Square, Burnley, Lancs, BB11 5RR.

Thirty or more years ago we wore our caps at a jaunty angle, slightly flat-a-back to indicate that we are seafaring men, not colour sergeants in the Guards.

Is it because they now spend more time ashore than they do at sea? — G. Lilley, Ex-CPO GI, Wembury, Devon.

● Before half the Navy (and wives) reply to scorn the correspondent's question, perhaps a different reason than sea time should be sought for any changed style of cap wearing! — Editor.

Shooting a line

THE photograph (May) showing a Wren "tying-up" HMS Jupiter was very amusing.

Perhaps she did get her line across in one throw but the Navy hasn't changed much. On my ship in wartime, the lads, confronted by a line-throwing Wren, would have taken at least six throws.

And since when have the lasses taken to wearing high heels? — J. R. Creswell, Old Turton, near Chesterfield.

Letters Extra — Page 26

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Navy News

No. 408 34th year

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'Standardise ranks'

COMING to Hong Kong introduced me to tri-Service life, much dominated by the Army.

This brought home to me the many differences between our respective services and one that has been touched upon in Navy News before. I refer to the non-WO2 recognition of charge chiefs or B13 chiefs with three years seniority.

Are the Services rank structures and associated allowances going to be standardised or will they continue as they are? I have been unable to get a satisfactory answer. — T. D. Williams, CCMEA, HMS Tamar.

● "Only the technical branches have a need for Charge CPOs and there are insufficient grounds for the creation of a new rank of WO2," says the MOD(Navy) response to this one.

"The status of the Charge Chief is not in doubt. Their managerial and technical expertise ranks them as valued members of the ship's management team, and their status is growing as they continue to demonstrate an ability to take on more responsibility."

"It is judged that there is no case for alignment with the other Services, and in the RN the status quo will be maintained." — Editor.

Intrepid Marines help defeat the Dragon

Landing craft storming "purple beach" during exercise Dragon Hammer. HMS Intrepid's internal security platoon joined officers and men from 45 Royal Marine Commando Group in their successful attack on the "enemy".

SHIPS and land force commanders from the UK, USA, France and Italy linked up in Sardinia for exercise Dragon Hammer — and HMS Intrepid played a major role in the three-day battle.

The Intrepid and RFAs Sir Percivale and Sir Tristram transported 850 men from 45 Royal Marine Commando Group, Ar-

broath, from Rosyth to the sunnier climes of the Mediterranean for Dragon Hammer — a large NATO amphibious exercise.

They rendezvoused with the Allied Task Force off Sardinia and, when plans had been laid and rehearsals carried out, the land force went ashore.

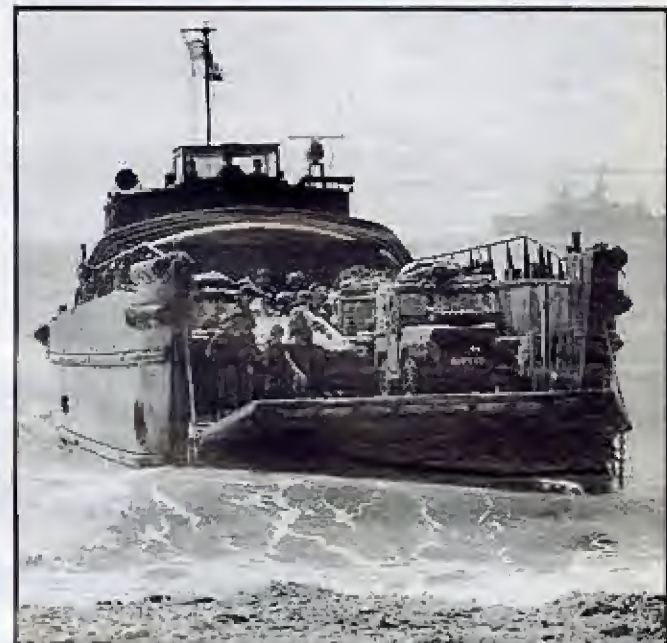
HMS Intrepid's internal security platoon was landed as part of the assault group and after only half an hour ashore they encountered the "enemy" and managed to take the opposition's Land Rover following a well co-ordinated attack under the leadership of Sub-Lieuts. J. Gazzard and N. Toomey.

The Commando Group was supported throughout the exercise by Naval gunfire and an array of allied shore and carrier-based air power.

Intensive

Following the battle, 45 Commando, American and Dutch Marines were involved in five days of intensive cross-training — testing each other's equipment, firing their weapons and exchanging ideas.

En route to Sardinia the UK force had called at Gibraltar to take part in a Combined Services review in honour of Sir Joshua Hassan, the recently retired Chief Minister of Gibraltar, and they visited Naples and Genoa before returning to Britain.



Pictured top right — the Royal Marine's "rig of the day" proved perfect camouflage for stalking the enemy.

Centre right: One of the Intrepid's landing craft took vehicles ashore for 45 Commando before the exercise got under way. HMS Intrepid can be seen in the background.

Below: HMS Intrepid — in the foreground — played a vital role in exercise Dragon Hammer as a member of the amphibious task force.

Pictures by LA(Phot) Tim Hall and LA(Phot) Fex Parker.

RNR

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NATO FORCE QUINTET MEET UP IN ITALY



RO Bill Hailey, LRO Chats Harris and RO Dodger Long (pictured left to right) couldn't resist a final trip in a gondola before leaving Venice in their more usual form of water transport — the Leander class frigate, HMS Achilles.



Pasta — but not forgotten

TIME ashore before and after the NAVOCFORMED exercise period will live long in the memories of members of the ship's company of HMS Achilles.

The temptation of real Italian pasta proved too great for LCK Tom O'Donnell, CA Mick Nash and Ck Kevin Woolfall (pictured above) after a trek round some of Venice's souvenir shops.

The city's attractions had to be left behind, however, when the ship's platoon formed up for the Force's activation ceremony (pictured right) and then set off for their first exercise in the Adriatic.

Antalya in Turkey with its sun, sea and sand, Roman ruins and fascinating bazaars, endeared itself to the ship's companies of all five nations of the NAVOCFORMED when they berthed a short distance from the town at the end of exercise Dragon Hammer, and officers and men from the Achilles also enjoyed a brief stop in Gibraltar before their return to Portsmouth.

Pictures by
LA(Phot)
Kev Jeffries



ITS Perseo — the Italian flagship of the NAVOCFORMED group — pictured centre in company with the other ships of the Force. From left to right: TS Killikalipasa, HMS Achilles, FGS Bremen, USS Thomas C. Hart.

Achilles gets a pizza the action

VENICE suffered a temporary invasion — from Naval personnel of five countries — when it was chosen as the assembly point for ships involved in the most recent Naval On Call Force Mediterranean exercise.

The Italian city, and the ship's company of the Italian Navy's ITS Perseo, played hosts to officers and men from HMS Achilles, Turkey's TS Killikalipasa, the USA's USS Thomas C. Hart and West Germany's FGS Bremen, who were able to enjoy the delights of the region before settling down to work.

The Achilles had spent four days in Gibraltar on her way to Italy, but the ship's company made the most of pizza and pasta eating and gondola trips before the ceremony — attended by the Chief of Staff to Commander Allied Naval Forces Southern Europe, Vice-Admiral Sir Patrick Symons — which officially activated the NAVOCFORMED for the 36th time.

Training in gunnery, air defence, anti-submarine operations, communications, and replenishment at sea is included when the Force, which is formed twice a year from destroyers and frigates of NATO's southern region countries, the UK and USA, gets together for a month-long exercise period. On this occasion, ITS Perseo was chosen as flagship and Capt. Salvatore Barbara took command of the exercise.

A week exercising in the Adriatic Sea was followed by a short, and relatively quiet, visit to Taranto in Southern Italy. The peace was only disturbed by the laughter and cheers engendered by a multi-national "It's a Knockout" competition organised by HMS Achilles. The event proved so successful that nobody can quite remember who won — but it certainly

helped to fulfil one of NAVOCFORMED's roles — that of demonstrating allied solidarity among NATO's Southern Region countries.

Two weeks of the Force's exercise time was taken up with

participation in a major NATO amphibious exercise, Dragon Hammer, but following this the ship's company of the Achilles were able to relax in the heat and sunshine of Turkish sea-side resort Antalya.

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WHY RATINGS GIVE NOTICE

FOLLOWING a successful pilot scheme, a new ratings' notice-giving questionnaire has been introduced which will be used to establish the reasons why notice is given.

Analysis of the results will provide valuable statistical information for future use in RN planning and organisational changes.

The questionnaire is in two sections — one for completion by the rating and the other by the divisional officer.

After a full discussion and explanation by the rating's divisional officer, the two sections are to be completed independently and in private. Frank opinion is required and the information is "Staff in Confidence."

The rating's response will not be seen by anyone in the ship or unit other than the rating himself, nor will personal explanations be sought. There is also the option to remain anonymous.

DCI(RN) 163

Bosun event

THE 1988 Bosun Sailing Dinghy national championships will be staged from the Joint Services Adventure Sailing Training Centre, Gosport, by the Royal Naval Sailing Association (Portsmouth) in the Solent on July 23 and 24.

DCI (JS) announcement dated May 20

Porton studies

SERVICEMEN and women who volunteer to take part in medical studies and tests of equipment at the Chemical Defence Establishment, Porton, could earn additional pay of up to £180 (less tax) for a three-week study and proportionately less for the shorter studies.

An announcement says the establishment is well aware of the many pressures on commanding officers and the difficulties of releasing personnel for duties outside the role of their command.

"However, it is stressed that this Service volunteer scheme plays an essential part in the development of chemical defence equipment."

Commanding officers are asked to release volunteers whenever possible to take part in these trials.

DCI (JS) 43

tern while a requirement for their skills remains.

Ratings wishing to transfer must have five years to serve or be serving on an open engagement on the date of application, and must meet the medical standard of Operations Branch (Radar). AC Branch ratings will be required to give a minimum of three years Return of Service after completing the HC course.

The following rate titles and abbreviations have been approved: Leading Aircraft Controller, LAC; Petty Officer Aircraft Controller, POAC; Chief Petty Officer Aircraft Controller, CPOAC; Warrant Officer, WO(AC).

DCI(RN) 160

Training Board

THE Naval Aircraft Maintenance Examination Board has merged with elements of the Air Engineering School, HMS Daedalus, to form the Air Engineering Training Standards Board.

This newly-formed board will monitor, audit and assess the standards of Air Engineering training and will provide an examination service for Flag Officer Naval Air Command to meet Professional and Provisional examination requirements.

It will also monitor the objectives of Air Engineering training and the criteria for advancement, and will propose changes to training and advancement policy.

From late summer the Board will be housed within the Air Engineering School, HMS Daedalus.

DCI(RN) 165

Reserves

AN update is given on the Royal Naval Reserve, its plans for expansion and to improve operational effectiveness, its organisation, training and its war tasks.

DCI(RN) 131

Bird contest

DETAILS of the RN Bird-watching Society's annual photographic competition, entries for which close on September 30, are in a DCI(RN) announcement dated May 6.

Boats need Pussers

THERE is a continuing requirement for Supply officers of all lists to serve in Fleet and Polaris submarines. Service in submarines provides excellent pre-charge professional experience as well as attracting Submarine pay, says an announcement.

While candidates are primarily selected from a list of volunteers, the over-riding consideration must be the Service requirement and where necessary any shortfall will be made up by medically fit and professionally suitable "non-volunteers."

Officers appointed to submarine training will normally have completed a minimum of one General Service professional appointment.

The initial period of service in submarines is normally three years, including training. Supply officers continue to be eligible for complement appointments in submarines until they reach two years seniority as a lieutenant-commander although seagoing appointments after completing Supply Charge training will be unusual.

As a general rule it is unlikely that any Supply officer will serve more than two seagoing appointments in submarines.

Applications for inclusion on the list of volunteers for service in Fleet and Polaris submarines are invited from all Supply officers (GL, SL or SD) up to and including lieutenants of four years seniority.

DCI(RN) 147

AS ALREADY reported in Navy News, the Admiralty Board has approved the formation of a sideways entry Aircraft Control Branch within the Fleet Air Arm.

Ratings of the AC Branch will undertake the Helicopter Control and Air Traffic Control duties at present carried out by members of the Radar Sub-Branch and Naval Airman (Aircraft Handler) Branch holding the appropriate adqual.

There have long been insufficient numbers of properly-qualified ratings for HC and ATC duties and this has adversely affected manning, drafting and career development.

"The new branch will remedy this situation and provide a firm basis on which to develop and enhance the standards of aircraft control and airspace management in the Fleet," the announcement adds.

The AC Branch will be

sourced by suitably qualified and recommended personnel of any non-technician branch at the leading rate or AB level.

Provisional entry will be by selection from volunteers who meet the entry criteria, which include: Able rate with 15 months seniority or leading rate of any non-technician branch; under 26 years of age; NAMET 3/3; Medical category P2; passed naval swimming test; firm recommendation by commanding officer of potential for advancement to leading rate and suitability for transfer to the AC Branch; VG conduct.

The announcement also gives the training and career pattern. Volunteers will be required

to complete successfully AC Branch grading and pass the Air Traffic Assistants Course at RAF Shawbury. Final acceptance into the AC branch will take place only when a full helicopter control qualification has been awarded.

No requirements for a WRNS AC category is foreseen at present.

Transfer

Ratings already holding a valid HC, AATC or ATC adqual may apply to transfer to the AC Branch subject to age, experience and manning clearance.

Ratings will not be transferred compulsorily into the AC Branch. HC and ATC qualified RN ratings who choose not to transfer will continue in their present employment pat-



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People in the News



Above: Lieut.-Cdr. Richard Marshall welcomes Richard Baker to HMS Peacock.

Peacock greets an old friend

HONG Kong Squadron patrolcraft, HMS Peacock, received an unexpected visit from a celebrity — TV and radio personality Richard Baker who took the opportunity of going on board while holidaymaking in the area.

Richard, who retired recently in the rank of lieutenant-commander after long service in the Royal Naval Reserve, was keen to see round the successor to the ship in which he served during the Second World War. He was welcomed by the commanding officer of the present ship, Lieut.-Cdr.

Richard Marshall.

The ex-newscaster was a member of the ship's company of the sixth HMS Peacock — possibly the most famous RN ship of the name — which was a sloop employed on escort duties with the Russian convoys during the latter part of the war.



Farewell to 'Uncle Clive'

"UNCLE Clive" — alias Lieut.-Cdr. Clive Shucksmith has packed his navigation bag for the last time, hung up his flying overalls and left the Royal Navy — after 42 years in the Service.

Generations of nervous student observers have trained in basic airborne navigation under Lieut.-Cdr. Shucksmith, the

senior course instructor at the Observer's Training School, 750 Squadron, at RN Air Station, Culdrose, and his dedication and commitment have earned him his affectionate nickname.

His own Navy career began in 1946 when he joined HMS Ganges as a boy telegraphist. After service with HMS Vanguard, HMS Terror, HMS Tintagel Castle and HMS Decoy he joined the Observers School in 1954, and his experience of airborne warfare later led him to a variety of Ministry of Defence intelligence appointments.

Clive's flying experience spans a wide variety of aircraft, from the early Gannet 1s to AEW Skyriders, Venoms and the US Navy's Tracer E1B8s.

He and his wife Noreen have lived in the Helston area for more than 30 years, and Clive intends keeping in touch with the Navy via his local branch of the Royal Naval Association, which he joined in 1965.

Record triumph

RETIRED lorry driver Bert Dunn — whose father prevented him from joining the Navy as a boy — feels that his flat in Coventry is appropriately situated: his Triumph Close home houses what is believed to be the country's largest private collection of crests, pictures and naval memorabilia.

It was a triumphant day for Bert — who, like his four brothers, served in the Army during the Second World War — when he made a recce, and discovered that he now has 345 ship's crests on display.

Mel gets a preview of the new Harrier

DELIGHTS of the Somerset countryside will greet Lieut. Mel Tomlinson and his wife Jane this month — but they will seem a far cry from the 100F temperatures of Arizona which they have experienced for the past three years.

Mel — a Royal Navy Sea Harrier pilot — has been on a tour of duty with the United States Marine Corps at Yuma and has become one of the few UK pilots who are familiar with the new version of the Harrier.

He joined VMA 513 Squadron which was the first to be equipped with the AV-8B planes and has been involved in the work to get the aircraft fully operational, taking part in combined arms exercises in the Arizona desert and grass and road operations north of San Diego.

For the technically-minded, the new aircraft — known in the USA as Harrier II, but to be



called Harrier GR5 when they come into UK service with the RAF — are powered by F402-RR-406A engines, the US name for the Pegasus vectored thrust turbofan with digital engine control unit.

Father and son join forces...

A TWO-DAY visit to Portsmouth by officers and men of the Third Battalion the Royal Green Jackets allowed a family reunion for 3RGJ's Mortar Platoon Commander, Capt. Murray Whiteside.

Murray (26) had brought his men to visit the RN Submarine Museum but, more particularly, to see a demonstration at the Submarine Escape Training Tank where his father, Cdr. Robin Whiteside, the Submarine Flotilla Escape, Rescue and Diving Officer works.

The demonstration was arranged by Cdr. Whiteside — who has been in the Royal Navy for 36 years — and he took part in the display, emerging from a 100ft ascent during

which he had used trapped air in an upturned bucket as his only air supply.

Members of the 3RGJ had met up with sailors on HMS Apollo while both were serving in the Falkland Islands, and before their return to barracks in Colchester the soldiers were able to renew their acquaintances with the Apollo's ship's company and also to visit Portsmouth Dockyard's heritage area to see HMS Warrior, HMS Victory and the Mary Rose exhibition.



Cdr. Robin Whiteside



Capt. Murray Whiteside

HK FIVE HONoured

FIVE Chinese unofficial contractors celebrated their illustrious careers — when they were presented with the Captain-in-Charge Hong Kong's Testimonials of Excellent Service.

Yuen Sir Tsin — known as Mr. Harry — and four of his staff, all now serving in HMS Illustrious, have notched up a combined service of 173 years to the Royal Navy, with their contributions covering more than 60 ships. They received their awards from Capt. Jonathan Tod.

Mr. Harry first went on board in 1946 and has served in 18 ships, and his work earned him a British Empire Medal two years ago. Two of the other contractors who received Testimonials have particularly notable Navy memories — Kou Poon Kin was a mess boy in HMS Amethyst during the Yangtze River incident, and Hae Gor Kin was awarded the South Atlantic medal during his service in HMS Hermes.

SMART WORK LADS

QUICK thinking on the part of four ratings helped to save the life of a man who had been the victim of a vicious knife attack in Plymouth — and the men have been rewarded with commendations.

Flag Officer Plymouth, Vice-Admiral Sir John Webster, praised the presence of mind and swift, positive actions of the members of a four-man mobile patrol from RN Provost Headquarters.

LS Robert Morgan and LMEM(M) Gary Pearce, from the staff of the Captain Second Submarine Squadron, were on duty with Leading Regulators Berwyn Edwards and Simon Robbins (from the staff of the Naval Provost Marshal, Plymouth) when they saw a man sitting on the pavement holding his throat. They administered first aid in an attempt to staunch the bleeding and rushed the man to RN Hospital, Plymouth where emergency surgery saved his life.

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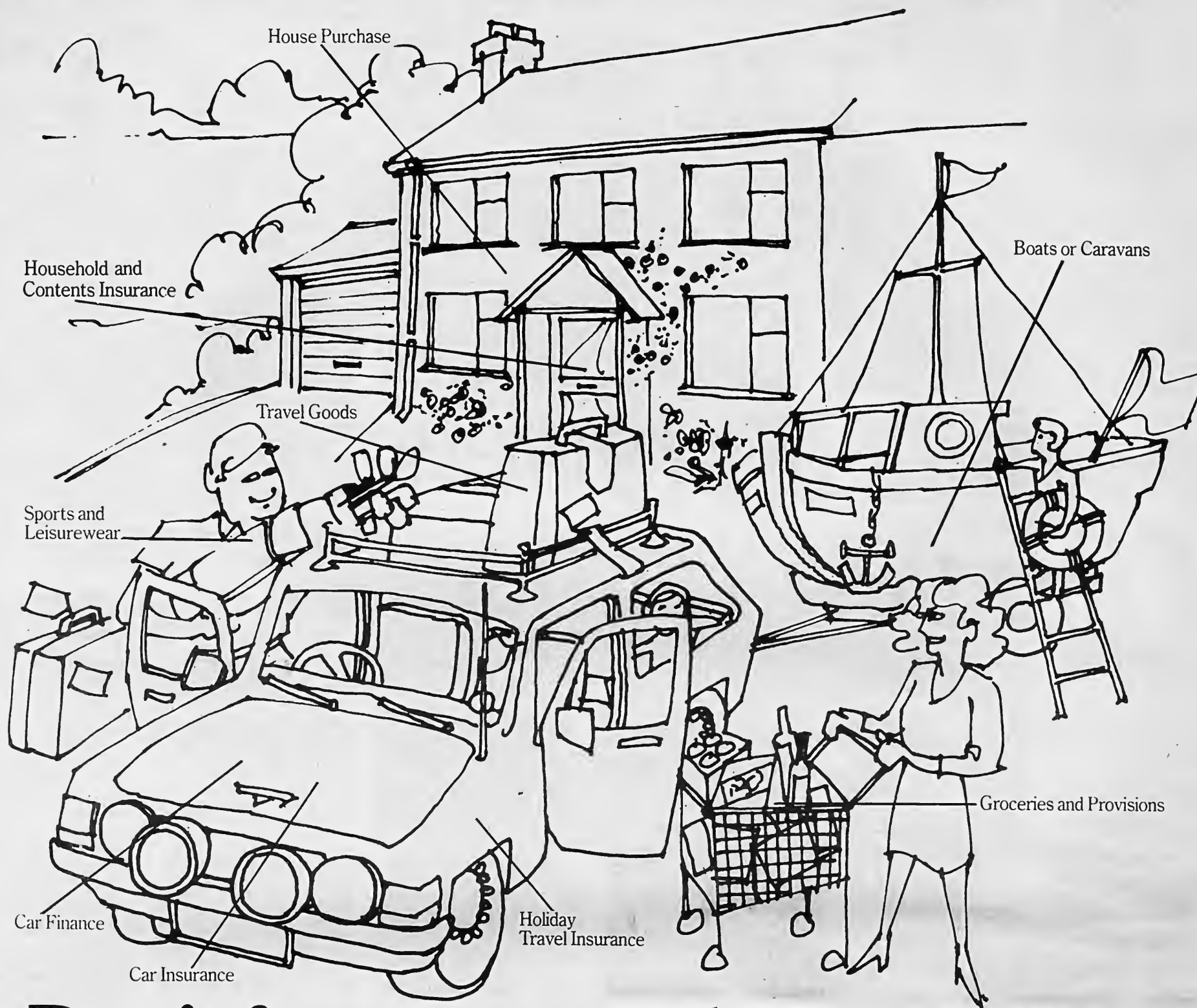
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School search scheme

A CLEARING house system has been launched by the Independent Schools Information Service to help parents find suitable schools for their children.

For a handling charge of £15, "Isisclear" — operated by ISIS International — will circulate pupils' details to appropriate schools so that interviews can then be arranged. It is thought that the service will be of interest particularly to parents overseas although it can be used by those in the UK.

Able

A new leaflet on the Government's Assisted Places Scheme, with details of fee scales for 1988/9 is now available. The scheme — which already benefits more than 28,000 pupils — helps academically able children aged 11 and over, from less well-off families. The leaflet can be obtained free from National ISIS, 56 Buckingham Gate, London, SW1E 6AG. Please enclose two first class stamps to cover postage.

ISIS '88 — the first national exhibition organised by the Independent Schools Information Service — will be held at the Novotel, Hammersmith on Saturday, November 26 and Sunday, November 27.

More than 200 schools will be represented and there will also be a range of commercial stands and the chance to receive advice on a variety of services including schools fees and special educational needs.



Family Life



SETTLING IN — A BETTER WAY

STARTING life in a new part of the country, often far from friends and family, can cause problems — but naval wives arriving at the Clyde Submarine Base at Faslane can expect a warm welcome.

The Ministry of Defence (Navy) has accepted that people moving into the area can feel isolated, and has agreed to the appointment of a full-time organiser and assistant for the Faslane Welfare and Home Support Scheme — at the MOD's expense.

Founder members of the FWHS scheme opened a Faslane Wives Office in Ardena — one of five married quarters estates in the Helensburgh area — in September 1987, and the two new members of staff will be based there, although serving all the estates.

Funded

The new organiser, Valerie Collyer, and her assistant, Lou Burton — whose posts will be funded at least for the next three years — are naval wives themselves and have considerable experience of moving to "foreign" bases around the UK. Valerie has also worked in senior management and Lou with families at other naval bases so they are well prepared for their new challenge.



Valerie Collyer, the newly-appointed organiser, is looking forward to the Scottish challenge.

They have inherited — by joining the FWHS — an army of volunteer helpers who have already attended preparation courses to help them in calling on each new Navy family arriving in the area. The new comers are told about the various activities available within

the naval and local communities, and advised where to turn for help if a problem arises.

Alone

"This is a beautiful part of Scotland, but wives and mothers can soon find themselves alone, especially if their husbands are away at sea," said Valerie. "We aim to engender a family spirit in those of us who have to remain behind. I see Lou and myself in the role of co-ordinators — bringing together the efforts of many who are concerned to see that new families arriving in the area settle in as smoothly and as quickly as possible."



Assistant for the Faslane Welfare and Home Support Scheme is Lou Burton. Pictures: HMS Neptune Photographic Section

Satellite son comes of age

WORLD scientific acclaim greeted the development of the Skynet 5 Satellite Communication System — and its use on board HMS Intrepid back in 1970 proved particularly significant for one family.

Their memories were made even sharper when they read in April's Navy News of the Intrepid's 21st birthday celebrations — for 1988 is a special year for them too, with the coming of age of their "space-age baby".

CPO(SA) Benjamin Archer was working in HMS Intrepid's stores on July 4 1970 when the ship was near Casablanca on passage to the Far East and a Skynet message was delivered to him telling him of the birth, just three hours earlier, of his fourth child — Andrew.

Sharon Bowen — Andrew's older sister, now married to CPO Mike Bowen — remembers clearly the sending of the

message, the family's delight that their father learnt the news so quickly, and their pride when a photograph of Benjamin with the telegram appeared in Navy News a month later.

Navy News cannot be as up-to-the-minute as a Skynet message but we would like to join the Archer family and Andrew's girlfriend, Kerry, in wishing Andrew a very happy 18th birthday for July 4.

His dad is no longer in the Navy, but both Benjamin Archer and his wife, Winifred, work at Plymouth dockyard, where Andrew is now employed also — as an electrical apprentice.

New home for naval playgroup

DISAPPOINTMENT turned to joy when building of a new annex began at the Royal Naval Community Centre at Chaddlewood, Plympton in Devon.

The centre's thriving playgroup, which operates on five mornings and three afternoons a week, was thrown into dejection when original plans — for a wooden building — were turned down by the local authority. The Sailors Fund had given a contribution late in 1986 which made the building possible and the hold-up was unforeseen.

Mrs. Sally Carine, wife of Commodore James Carine, the Commodore of HMS Drake was, however, delighted to cut the first turf when the builders moved in after a new set of plans — this time for a brick-built annex — were approved.

It is hoped that the annex will be ready for use after the summer holidays and it will be taken over by the playgroup which, until now, has been using the existing facilities of the community centre. It is expected that the freeing of space at the centre will make room for other family-orientated activities which are much needed on the estate.

Pictured left: Hang on to your hats! Mrs. Sally Carine cut the first turf at the RN Community Centre at Chaddlewood, to get work on the annex underway, and made sure she was safe as the contractor's JCB swung into action.



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Wives' grand effort

FUND-RAISING activities organised during the past year by HMS Collingwood's Wives Club have resulted in a donation of £1,142 to the Hampshire Association for the Care of the Blind.

The money — which was presented to the Association's chairman Mr. Dennis Ryder by Wives Club chairman and wife of the commander of HMS Collingwood, Mrs. Jane Curtis — will be used to buy specialist equipment for the visually handicapped of Farnham and Gosport.

The Collingwood Cycle Club chipped in with the Wives Club effort by donating £200 which they raised from a sponsored 24-hour cycle ride, and the rest of the money came from a summer fair, Christmas fair, and various cake sales and lunches held during the year.

Sports gala

Sunshine and sports made for an enjoyable day when families congregated at HMS Collingwood for the MG Owners' Club's annual rally and inter-area sports gala.

Bournemouth and Poole, Southampton and New Forest East, and Epsom, sent contingents and 107 MGs — ranging from an old TD Midget to a brand new MG Metro — were on display.

Volleyball, deck hockey and rounders matches were strongly contested and the final event of the gala — appropriately enough, a driving test — brought a nail-biting finale: Epsom and Southampton and New Forest East groups tied.

After a tie-breaker question on driving Epsom were declared the winners with Southampton and New Forest East in second place. Bournemouth and Poole took third and host club, HMS Collingwood, was a disappointing fourth.

Stalls on site during the event brought in more than £33 for the children at Great Ormond Street Hospital.



"They probably want to soak up some of the local culture! Better lay on a few dozen kegs!"

NEWSVIEW

'Stretching' to meet the commitments

MANPOWER considerations are never far from naval thought these days, involving both Service personnel and the associated civilian work force.

Evidence of manpower contraction is apparent to all. For instance statistics just released show that RN strength fell by another 1,000 during the financial year ended this Spring. Meanwhile at Devonport dockyard, now under commercial management, further job losses have just been announced.

The UK's lowered naval manpower ceilings are also mentioned in the foreword of the new edition of Jane's Fighting Ships. "The Royal Navy still has some excellent equipment and training facilities and a professional and competent corps of middle ranking officers and senior ratings," it is stated. "But there comes a stage in the slow decline of any great institution where a reduction below a critical size in terms of numbers of people undermines corporate self-confidence, reduces promotion opportunities and causes the balance of professional and domestic lives to become too lopsided; at that point good men can no longer be retained and efficiency falls away."

In these circumstances, it is added, senior officers "walk a tightrope" over shouting their problems. "Too much or too little noise from the top can be equally damaging."

Demanding as ever

That is one view of the manpower scene. Meanwhile the Navy's task remains as demanding as ever, including ongoing commitments such as the Gulf and South Atlantic and the whole range of duties elsewhere. "Stretch", as the Navy has come to call it, involves juggling the ships and the men to meet the commitments. As ever, the Navy continues to rise to the challenge, but it is a task clearly becoming no easier.

Now a deployment to the Far East and Australia gets under way, demonstrating ability to operate world wide and providing the opportunity to exercise with allies and friendly nations. Though on a scale somewhat smaller than yesteryear's deployments, it will give many young men a first glimpse of the Far Flung — the sort of thing they joined for.

In all its operations, exercises and visits — not least its participation in celebratory events in Australia — everyone will wish the task group well. Plus, of course, a happy return to the UK in time for Christmas.

UNSUNG HERO OF ARMADA DEFEAT

This month is the 400th anniversary of England's defeat of the Spanish Armada. Rosie West reviews a selection of books published to coincide with the quatercentenary.

FOUR hundred years ago on July 29, a small barque under the command of Thomas Flemyng, one of Lord Howard's scouts, sighted a portion of the Spanish Armada off the Scilly Isles, and immediately bore away before the westerly wind to bring the news to Plymouth.

What he had seen was a squadron of about 50 supply ships and pinnaces that had run ahead of the storm which had scattered the Spanish fleet off Corunna — just one example of the misfortune that seemed to dog Philip II's Great Enterprise against England.

The legend that Sir Francis Drake received the news while playing bowls on Plymouth Hoe and nonchalantly replied, "Time to finish the game and beat the Spaniards after!" is put in doubt by two notable naval historians in their recently published books. Peter Padfield in *Armada* and David A. Thomas in *The Illustrated Armada Handbook* both point out that although the game of bowls was documented about that time, it was not for another century that the story became embellished with the celebrated remark.

Swaggering

At any rate, the English fleet was in no position to sail straight away; many of the ships had to be laboriously "warped" or towed out of harbour at the correct state of the tide. How Drake spent his time is a matter of conjecture but the story reflects his reputation as a man of swaggering self-confidence, the most famous and successful of the Elizabethan sea-rovers and a brilliant strategist who had "insulted" the Spanish many times.

Popular opinion makes Drake "man of the match" whereas his greatest contribution came a year earlier in his daring, pre-emptive raid on Cadiz — "The singeing of the King of Spain's Beard." By destroying a whole division of the Armada (and incidentally burning thousands of seasoned wooden staves for their water barrels which caused immense problems later on) he delayed its sailing by vital months, giving England valuable time to prepare her defences.

But the unsung hero of the campaign according to author Peter Padfield was Sir John Hawkins, who radically modernised the Elizabethan navy, improved the health and conditions of seamen and fashioned the fleet that was to outmanoeuvre the Spanish in a classic David and Goliath confrontation.

Two men who certainly lost their reputa-

THE poignant flotsam and jetsam of the Armada shipwrecks gives a great insight into the organisation and equipment of the doomed fleet and some clues about the officers and many young noblemen who went to war in search of "reputacion".

Judging by the unparalleled collection of Renaissance jewellery from the stricken Girona, "they had every intention of looking their very best when strutting, victorious, through the streets of London," writes Laurence Flanagan in *Ireland's Armada Legacy*. This fascinating and evocative source book on the Ulster Museum's collection of Armada material, much of which is illustrated, is published by Alan Sutton, price £9.95.

tions were the Duke of Parma, a brilliant general at the head of the Spanish army occupying the Netherlands; and the gentle, reluctant Duke of Medina Sidonia, in charge of the fleet. "My health is not equal to such a voyage," he wrote to Philip II, "for I know by experience of the little I have been at sea that I am always seasick and always catch cold." He protested his incompetence but was firmly told to get on with the job.

His awesome but clumsy assortment of 150 sail — including supply "hulks," high-castled galleons, oared galleasses and galleys, were packed with soldiers and armed with heavy short-range cannon. No match for their opponents' fast, weatherly ships — lightly armed for stand-off bombardment.

The English fleet refused to engage the Armada in the kind of close-quarters combat it was designed for. On the other hand they could not make much of a dent in Medina Sidonia's defensive crescent formation. What they did was to drive him up the Channel, depriving him of vital anchorages until he put into the dangerous and open port of Calais.

Meanwhile he was desperately trying to make contact with the Duke of Parma's invasion fleet, grouped around Dunkirk, which was to join in the final assault. Poor Medina Sidonia little suspected that it was totally unprepared. Peter Padfield explains Parma's logistical problems but on the face of it the situation was a complete disgrace.

England's cunning tactic of sending fireships into Calais was certainly not new; but when in the early hours of the morning eight blazing vessels drifted in among them, the Spanish fleet panicked, cut their anchors and scattered

into the confined waters off the Flemish coast.

As day dawned on August 8, 1588, the English moved in and the major battle of the Armada took place off Gravelines. Effingham (the commander-in-chief, not Drake as is sometimes supposed) lost no ships and inflicted substantial damage. Once again the elements turned against the Spaniards: a fierce northerly gale blew up and took them dangerously close to the Dunkirk shoals where a couple of ships foundered.

Miraculously, though, as the waves began to break on the sandbanks, the wind backed to the WSW and they were able to stand into deeper water and head out into the safety of the North Sea.

The English by now out of ammunition (Elizabeth's parsimonious defence spending depriving them of the chance to finish off the enemy there and then) had no option but to give chase with "a brag countenance" up the East Coast. The bluff worked.

The routed Armada was forced thus to take the long way home to Spain — after many weeks at sea her crews debilitated by sickness, injury and lack of fresh food and water. They were to encounter a savage storm in the Irish Sea, shipwreck and even massacre when survivors struggled onto the coast of Ulster.

Shattering

Medina Sidonia eventually reached his homeland a weak and broken man. Over 40 ships were lost and thousands of men had perished. Above all it was a shattering humiliation for Philip II who — apart from the weather — emerges from these books as the architect of his own defeat.

Peter Padfield's handsome "Armada" is meticulously researched and elegantly written. He explains all the complex pressures that drove the dour and obsessional ruler of the Spanish Empire into desperate action against the wily English queen. Much detail about ships, seamanship, armament and tactics is woven into the narrative, and pride of the illustrations are some specially commissioned paintings of English and Spanish galleons by Lionel Wills of the National Maritime Museum.

"The Illustrated Armada Handbook" in softback by David A. Thomas is also authoritative, detailed and engagingly written. Packed with good pictures, facsimiles, maps and tables it is laid out for easy reference and popular appeal.

Armada, by Peter Padfield, published by Victor Gollancz Ltd., price £14.95; The Illustrated Armada Handbook, by David A. Thomas, published by Harrap Ltd., price £9.95.

TRAINING SQUADRON KEEPS LINKS OF FRIENDSHIP AT HOME AND ABROAD



A light jackstay transfer taking place between HMS Bristol (right) and HMS Euryalus during their Baltic deployment. Picture: LA(Phot) N. Mercer.

Baltic ships make triple capital tour

CONTACT with the Eastern bloc came in contrasting styles for the Dartmouth Training Squadron during their deployment to the Baltic.

One of the first tasks of HM ships Bristol and Euryalus was to keep an eye on a Warsaw Pact naval force exercising in the Skagerrak — an operation which provided, for many of the Squadron's 140 officers under training, their first sight of a Red fleet.

Later, a closer and more relaxed meeting with naval representatives from behind the Iron Curtain came when the Bristol played host to foreign naval attaches at Helsinki — the first in a series of visits to three Scandinavian capitals.

The stopover in the Finnish capital was the first by Royal Navy ships for more than a

year, and was accompanied by overwhelming hospitality on the part of the Finns. As a measure of their enthusiasm, 5,000 toured the warships when they were open to the public.

The usual trips and sporting fixtures were arranged; children's parties were held on board, and members of the ships' companies indulged in the classic Finnish pastime of sauna bathing.

Next stop on the deployment was Stockholm, the Swedish capital. The Flag Officer Flotilla One, Vice-Admiral John Kerr, was embarked in the Bristol for the visit to the "Venice of the North" where temperatures reached an unexpected 78F.

Strong

On the sports field, the Bristol and Euryalus rugby teams went down to strong sides formed by the Stockholm "exiles," while one of the more formal events was an inspection of Officers Training Department divisions by Admiral Kerr.

During the transit to Oslo — Norway's capital — a brief stop was made to visit the graves of British seamen on the Swedish island of Hano.

Admiral Kerr and representatives of HMS Bristol's ship's company laid wreaths in honour of the sailors buried there during the Napoleonic Wars, after fever struck their ships — including HMS Victory.

Towards the end of the deployment the squadron took part in Kiel Week — the Norwegian equivalent of the Isle of Wight's Cowes Week — where most of the European and NATO Navies were represented.

HMS Bristol and HMS Euryalus are due to return to the UK in early July to take part in the Armada 400 celebrations.

History put on parade by Euryalus

AN old link between the Royal Navy and the British Army was renewed and strengthened when sailors and officers-under-training from HMS Euryalus paraded with the Royal Regiment of Fusiliers in Bury, Lancashire.

The parade was to celebrate both the 300th anniversary of the raising of the 20th of Foot, later the Lancashire Fusiliers, and the day when men of the fourth Euryalus rowed the First Battalion of the Lancashire Fusiliers ashore in ships' boats, under cover of supporting fire from the ship, to land on West Beach, Gallipoli.

For their gallantry early that day, the Lancashire Fusiliers, with whom ships of the name had already enjoyed illustrious collaboration, were awarded the famous "Six Victoria Crosses Before Breakfast," which were then allocated by a vote of the Fusiliers.

Last November, during a Dartmouth Training Squadron deployment to the Mediterranean, the present Euryalus commemorated the Gallipoli landing by steaming close off the beach for a remembrance service and wreath-laying.

Gallipoli was not the only occasion in history when the paths of Euryalus and the Fusiliers have crossed. The fifth ship of the name and the Fusiliers were in Malta together during the Second World War and the Fusiliers embarked in the same

ship during the Iran-Iraq war of 1951 ready for a landing which then never happened.

Longer ago, in 1873, the third Euryalus and the Lancashire Fusiliers both saw action in the colonial war in Japan. Both the commanding officer and executive officer of the ship were killed and three Victoria Crosses were awarded to the ship's landing party which stormed a well-defended stockade.

Even earlier, both the Euryalus and the Fusiliers had won fame, Euryalus as Nelson's signals frigate at Trafalgar and the 20th Foot when they raced the cavalry into the Battle of Minden in 1778.

This Gallipoli Day in Bury, a commemoration service was held at which the Lancashire Fusiliers, now the Royal Regiment of Fusiliers, received new Colours. The march past was led by the three sole survivors of the Gallipoli Lancashire Fusiliers, all in their nineties.

The occasion was tinged with sadness because it was probably the last time that men of the present Euryalus will be able to parade with the Fusiliers before the ship pays off in 1989.

Trailblazer

TOP brass support for the Navy's recruiting efforts was evident when Second Sea Lord, Admiral Sir Richard Fitch, visited the airfield at Wroughton, near Swindon, where the central display workshops had their mobile exhibition trailers on display.

Capt. David Hart-Dyke, Director of Navy Recruiting, and the only Wren on the recruiting staff, LWren(MT) Lisa English, showed him the vehicles which will be on the public relations and re-

cruting trail at carnivals, Navy days, agricultural and air shows all over the country during the summer months.

Commanding officer of the display workshops, Lieut.

George Stretton, is assisted by WO David Wilson, five careers advisers, four civilian staff and a team of 20 ratings in manning and driving the trailers, the largest of which is the HMS Broad-sword double trailer on which Lisa will be working. Pictures, dioramas and models are used to give an impression of life on board a modern frigate.

A processional model of HMS Exeter, a Wessex helicopter on a low loader, a carnival float for use by the Sea Cadet Corps, a trailer explaining the role of the Navy and another showing typical scenes in a Fleet submarine were among the ten other vehicles Admiral Fitch viewed during his visit.

Pictured left: Admiral Sir Richard Fitch (left), Capt. David Hart-Dyke and LWren(MT) Lisa English on the carnival float used by sea cadet units.

This trailer illustrates the Navy yesterday and today and depicts a "Man-o-War" and Sea Harrier.

Picture: PO(Phot) Danny du Feu.



A CAREER IN TECHNICAL AUTHORSHIP

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PORTSMOUTH, HANTS. PO6 3AG

Orkney's sole is in the right plaice!

HMS ORKNEY was a popular visitor during the spring bank holiday weekend to the spectacular three-day North Shields Fish Quay Festival, which included charity fund-raising events and the opening of the ship to visitors.

The public viewing of the fishery protection vessel was a particular favourite with the local community, and a highlight for both ship's company and Tynesiders was a fun competition connected with the ITV Telethon which went by the name of "The Sole

O'Limpets".

This was a set of six games based on "It's a Knockout" with five teams intent on having fun and getting very wet.

The Orkney team finished the event in second place behind a group of local fishermen.

COMMUNICATORS

The transition from Service to Civilian life can be a worrying time — not if you contact:

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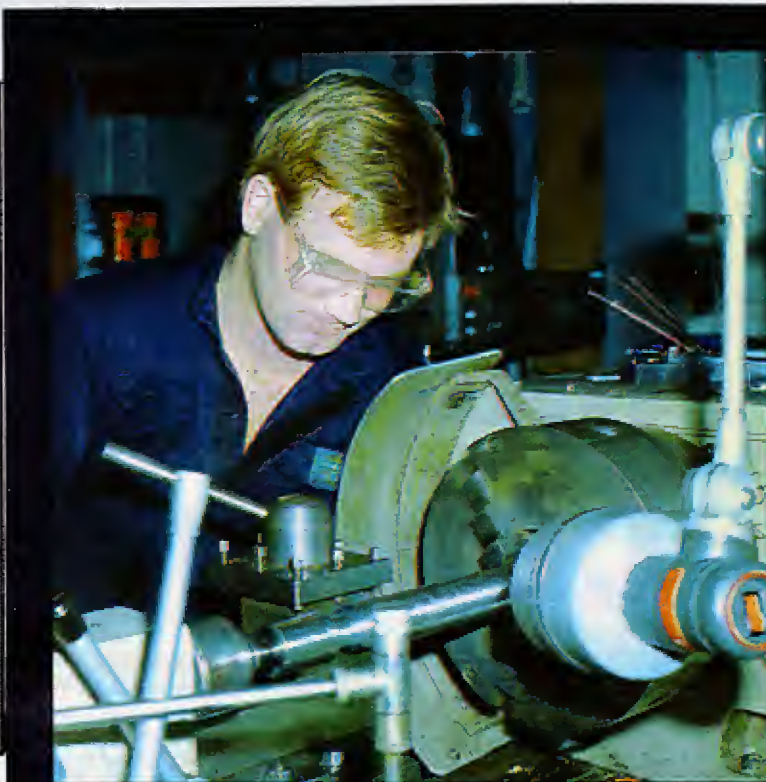
Spend 28 days on a CIVILIAN ATTACHMENT COURSE with a prospective civilian employer. For details of this course, contact your Resettlement / Education Officer (BR 1797 also refers). However for those not entitled to a Civilian Attachment Course, on job training can still be provided with prospective employers.

OTHER CATEGORIES

Enquiries are also welcomed from WRNS Telephonists and from Electrical Artificers who have an in-depth knowledge of computerised communications systems.

CONTACT

Mr. J. E. Jordan MBIM MISM (Ex C.R.S.)
Mr. A. Fox (Ex-WO RS)
Mr. C. J. Netherton MBIM (Ex C.R.S.)
Managing Director



On his mettle: CPOMEA(ML) Andrew Duggan machines a piece of steel in the lathe for HMS Atherstone.



Men with the power: Lieut. Paul Squire (foreground right) and LMEM(L) John Towler inspect shore power cables as MEM(L) Terry Shenton (background left) and MEM(L) Mark Shaw connect the cables to the overside shore power junction box.

Saw point: ME



HMS Charybdis on Armilla Patrol duty.

Picture: PO(Phot) Stewart Kent, FPU

Fern call for Cherry B

GULF Patrol frigate HMS Charybdis has a special "pen-pal" while she is away from home — the Television South personality Fern Britton.

Fern, very much a favourite with everyone on the Cherry B, was invited earlier this year to start a link with the ship — and visited the Charybdis at Portsmouth shortly before the frigate sailed for the Armilla Patrol.

As a result of Fern's visit, on which she was joined by her sister Cheryl (known to her friends as Cheryl B) there has already been much correspondence in the form of photographs, postcards and letters in both directions.

During the Suez Canal transit by HM ships Manchester and Beaver en route to their ren-

dezvous with Group Oscar in the Gulf of Oman the opportunity was taken to land 120 men for a sightseeing tour of Cairo and the Pyramids.

Later the ships visited Djibouti for two days to allow the Charybdis to catch up and complete Group Papa.

Earlier, in the south-east Mediterranean, off Alexandria, the Beaver conducted a light jackstay (or should it be jacquestay?) transfer with the French guided missile cruiser FS Colbert.

Last man across was the Admiral Commanding the French Mediterranean Fleet, Vice-Admiral G. Le Langre. Later the "jacquestayed" officers were airlifted off by a Lynx helicopter from the French anti-submarine destroyer FS Duplex.

Workshop the wave

RFA Diligence is not a pretty sight. One of the more curiously wrought ships serving the Fleet, she has the appearance of a floating tenement surmounted by a tennis court.

But symmetry sinks to the bottom of the list of priorities when it comes to oiling the works which keep a force of warships running smoothly and effectively far from home.

The Diligence's "tenement" — her high superstructure — is set far forward to leave a clear working area on her upper deck midships and aft. The "tennis court" perched atop is a generous and easily accessible flight deck.

At present she represents the long arm of forward support in the Gulf where she provides the nuts and bolts for the Cimnel Group — the Navy's mine countermeasures force in the area — as well as providing aid when possible to the destroyers and frigates of the Armilla Patrol.

Being a vessel of the Royal Fleet Auxiliary, the ship is manned by Merchant Navy members of the RFA. However, her maintenance task is undertaken by 75 Royal Navy personnel making up Naval Party 1600. Just over half of NP 1600 consists of a Forward Support Unit from Rosyth, while the remainder are trickle-drafted.

The Royal Navy element spends four months on station, each of the three FSU groups rotating, while the RFA personnel spend between six and eight months in the ship.

Major features of the FSU are the specialist skills and extensive equipment available to provide Cimnel's Hunt-class MCM vessels with a high standard of engineering support.

The 40-strong team — a sort of MASH unit for warship machinery — contains technicians and artificers who assist the ships' staffs with planned maintenance as well as any defects which may arise.

Timely repairs

Such unscheduled demands for maintenance may be met by the rapid deployment of key members of the team to ships in need of help.

NP 1600's non-FSU staff assist with more in-depth maintenance, the tasks involving skills such as welding, platemaking, drilling and lathe work.

Diligence also has on board a wide variety of test equipment used in vibration analysis, assessing pressure and calibration of gauges. The extensive workshop facilities and test equipment on board enable timely repairs to be made with the least number of interruptions to a customer's programme.

Completion of all the work depends entirely upon an efficient stores organisation within NP 1600. A large amount of incoming freight is dealt with, and defective stores are despatched back to the UK for repair.

The supply officer on board also deals with all personnel flights for the Armilla and Cimnel ships — and for many such passengers of RAF Hercules aircraft, sharing space

6,000-mile s
after the Na

with crates full of spares proves one of the more

ble experiences of their deployment!
In addition, all the primary "overside" s provided by the Diligence. These include electri chilled water (one of the more welcome faciliti peratures and humidity which can reach 130 and 85 per cent respectively), fresh water, c food and accommodation.

Besides the temperature, there are quite a that the members of NP 1600 have to get us Diligence's compartments are numbered from rather than from the bow, while Stand Easy "Smoko".

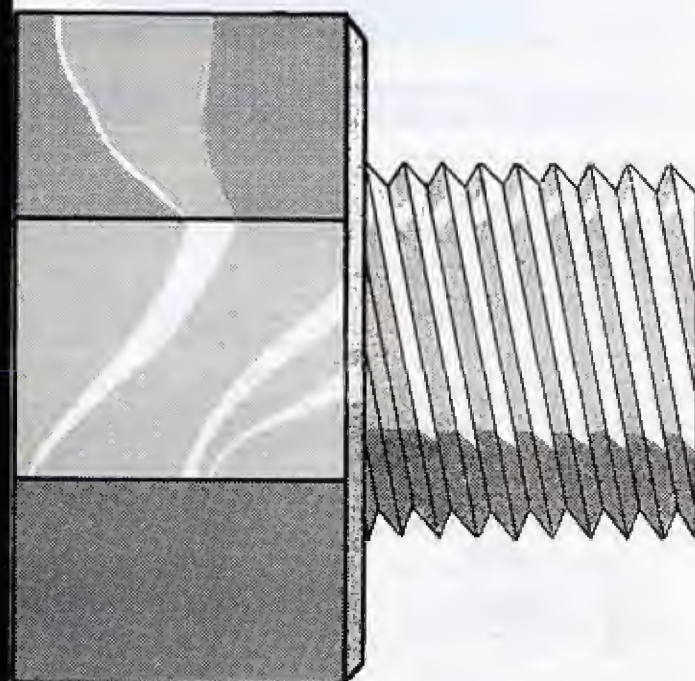




M(M) Michael Wenham cuts a section of hardwood as part of a job for HMS Dulverton.



Through the mill: CPOMEA(ML) Kevin Smith takes measurements from work in the milling machine for HMS Atherstone.



op of es

service station looks avy's nuts and bolts

As the vessel spends a lot of time alongside, the Naval Party and ship's company have to get used to local ways. For instance, the Islamic week-end is Thursday and Friday, while during the month-long festival of Ramadan no drinking, eating or smoking is allowed ashore between sunrise and sunset, and no alcohol is permitted for the whole period.

Under their present commanding officer, Cdr. David Crichtley, Naval Party 1600 have dubbed the Diligence "The 6,000-mile Service Station". But whatever she's called — or however much of an ugly duck she might appear — her customers agree that when it comes down to business, she's hot stuff.

few things are called to. The stern is termed



LEFT: CPO(D) Tim Donovan takes charge of a group of Royal Navy and Royal Fleet Auxiliary personnel lowering equipment onto the jetty from RFA Diligence.

Aerial picture by PO(Phot) Stewart Kent, of the Fleet Photographic Unit. Other Diligence pictures by LA(Phot) Paul McCabe, HMS Herald.

RIGHT: RFA Diligence (left, bows top of picture) carries out a reverse replenishment-at-sea from the tanker RFA Tidespring.





Notice Board



Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in June:

OPERATIONS BRANCH
SEAMAN GROUP
 To CPO(OP)S(M) — G. N. Jones (Cochrane), M. C. Nyman (Dryad).
 To CPO(OP)S(R) — J. Hutton (Phoebe), S. Lincoln (RFA Aviation), A. Marshall (Osprey), S. A. Wickham (Cambridge).
 To CPO(OP)S(S) — T. G. Roberts (Brave), To CPO(SR) — J. R. Bellhouse (Brake).

COMMUNICATIONS GROUP
 REG, PT and R.
 To CCCT — J. C. Jump (Cheltenham), To CPOPT — D. J. Cameron (Cochrane), J. M. Cowlam (Heron).
 To CWREN REG — F. M. Stephenson (AFSOUTH).

SUBMARINE SERVICE
 To CMEM(M)(SM) — R. E. Thompson (Defiance).
 To CRS(SM) — C. R. Coke (Capt SM2), G. Wilson (Neptune), S. Gamesby (CTF 345).

MARINE ENGINEERING
 To CMEM(M) — G. K. Robertshaw (Bristol), H. Chapman (Fox).

SUPPLY AND SECRETARIAT
 To CPOSA — J. Smith (Aethusa).
 To CPOCK — R. J. Kerwood (Dartmouth), J. A. Stoddard (Raleigh), J. H. Phillips (Osprey).

To CPOCA — R. Alderson (Nelson), R. J. Smith (Sirius).
 To CWREN WTR(G) — I. Gartside (Centurion).

To CPO/WREN FS — L. Blake (Drake).
MEDICAL BRANCH

To CPOGRN — S. V. Nicholson (Haslar).
FLEET AIR ARM

To CAEM(M) — M. G. Brinkley (Osprey), D. D. Julian (Heron).

To CAEM(WL) including (L), (W) and (O) — E. W. Brotherton (Daedalus), T. M. Marlow (Heron), W. P. Smith (Osprey), A. L. Fowler (845 NAS).

CPOA(AH) — P. J. Carr (Argus).
ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in May for the following ratings to be promoted to acting charge chief artificer:

To ACCA(EA) — C. A. Roberts (Gannet).

To ACCA(M) — T. M. W. Membre (Mentor), B. J. Pamplin (Leeds Castle), M. Lloyd (Cochrane), J. C. Embler (Cochrane), E. M. Thompson (Cochrane), P. Berry (FES Portsmouth).

To ACCA(EA) — M. Bright (Tamar).
 To ACCA(M) — C. J. McLewee (Birmingham), P. Hutchison (Ark Royal).

To ACCM(EA) — R. M. Simmon (Portsmouth NB).

To ACCM(EA) — J. W. Henbest (Swift).
 To ACCM(EA) — B. D. Coleman (Argonaut), J. K. Broadway (Portsmouth NB), D. B. Barrow (Mercury), F. Baxter (FOSNI), C. R. Murphy (Collingwood), G. A. Skelton (Collingwood).

To ACCM(EA) — G. M. Sutherland (Defiance), D. J. Phillimore (Collingwood), C. Hobbs (Portsmouth NB), W. H. James (Dryad), R. A. Ratcliffe (Nelson).

To ACCM(EA) — R. E. Partridge (Revenge).

To ACCM(EA) — A. G. Crook (Splendid), J. L. Saunders (Revenge).

To ACCM(EA) — K. G. Grant (Dolphin), J. Butcher (Dolphin), W. H. J. Goudge (Swiftsure), G. Baines (Neptune).

To ACCM(EA) — B. S. Taylor (Defiance), R. D. Walker (Torbay), T. W. Borrett (Defiance), P. J. Dutton (Neptune), R. I. Jackson (Neptune).

CHIEF PETTY OFFICER ARTIFICER
 HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in March:

CPOMEA — W. J. Anderson (Neptune), P. D. Clark (Courageous), C. Copeland (Sultan), W. G. Gee (Neptune), P. A. Hambly (Turbulent), R. W. Johnson (Gloucester), T. P. Lee (Defiance), R. J. McKale (Conqueror), A. S. Riches (Turbulent), A. J. Sansford (Dartmouth), S. M. Taylor (Beaver).

ACPOMEA — I. J. Hardy (Churchill), S. C. Harper (Defiance), S. M. Harrison (Superb), K. J. Hemsworth (Dartmouth), P. P. Humphreys (Turbulent), M. A. Lee (Ark Royal), M. M. Mair (Sceptre), D. G. Marsh (Portsmouth NB), A. C. McRae (Warspite), N. A. Preston (Resolution Stbd).

CPOA(EA) — M. A. Alland (810 NAS).
 CPOA(EA) — R. H. Bennisson (899 NAS).

CPOA(EA) — P. A. Ambrose (Daedalus).

CPOA(EA) — N. V. Allen (Cochrane), G. N. Darling (Gloucester), E. D. Horne (Collingwood), D. J. Horsley (Engadine), G. S. Hydes (Courageous), P. A. Makepeace (Dartmouth), J. H. Thomas (Neptune), R. Tomlin (FOS), M. P. Usher (Olympus).

ACPOA(EA) — A. Bennett (Cochrane), B. J. McTaggart (Collingwood).

CHIEF PETTY OFFICER/ FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to chief petty officer/first class technician which were made by commanding officers in March:

ACPOCT(L) — G. A. White (SCU Leydene).

Walton, WO(CT) M. Wilkinson, Lieut.-Cdr. R. L. Yerrill.

B.E.M. CPOEA(P) I. Aldred, CPO(MW) L. J. Barnett, CPOSTD D. Deady, CRS C. E. Drewett, CPOWTR G. R. K. Fernie, Band C/Sgt A. R. Flood, RM, CPOA(EA) R. J. B. Holmes, CPOEA K. P. House, ACCA(EA) D. E. Knott, CPOEA(P) B. R. Lingham, CCOJ J. B. McCormick, C/Sgt A. H. G. McLeod, RM, CPO(MS) R. T. Norman, CPOEA(P) C. W. Oliver, ACPO(OPS) R. T. J. Searle, CPOSA B. Smith, CPOEA N. Snape, CPOSA R. C. Whale, C/Sgt A. F. Wrey, RM, CCAEA(M) E. F. Young.

A.F.C. Lieut.-Cdr. P. A. R. Harrall, Lieut.-Cdr. N. G. Hennell.

Royal Red Cross: Ordinary Member — Superintending Nursing Officer J. C. Brown, OARNS.

Royal Victorian Order: L.V.O. — Cdr. C. R. Tuffley, M.V.O. — WO(SEA) E. V. Norrell, Silver Medal — Band C/Sgt C. J. Granger, RM.

Honours

ROYAL NAVY awards in the 1988 Birthday Honours List included the following:

K.C.B. — Vice-Admiral J. C. K. Slater, C.B. — Rear-Admiral R. C. Dimmock, Surg. Rear-Admiral T. R. W. Hampton.

K.B.E. — Surg. Vice-Admiral G. J. Milton-Thompson.

C.B.E. — Capt. P. J. Erskine, Capt. N. E. Rankin, Capt. M. E. Southgate.

O.B.E. — Cdr. E. W. Andrew, Cdr. A. N. Baird, Cdr. J. L. Ballantine, RNR, Cdr. C. J. Clay, Lieut-Col. T. K. Courtenay, RM, Cdr. A. J. T. Eddison, Lieut-Col. M. L. A. MacLeod, RNR, Cdr. G. M. Meekums, Rev. J. O'Farrell, RNR, Cdr. M. H. Rhodes, Cdr. M. D. Sizeland.

M.B.E. — Lieut.-Cdr. P. J. W. Bush, Lieut. C. D. Carter, Lieut.-Cdr. E. A. Chambers, WO(SEA) K. F. Chung, Lieut.-Cdr. D. J. Cringle, WO(MAA) M. J. A. Dulson, Lieut.-Cdr. J. V. Harris, RNR, Lieut.-Cdr. J. W. Hicks, Lieut.-Cdr. R. W. Lambert, Lieut.-Cdr. (SCC) G. Preshner, RNR, Lieut. J. R. Townley, Lieut. D. T. Walker, RM, Lieut. M. E. C.

W. J. Yerrill.

B.E.M. CPOEA(P) I. Aldred, CPO(MW) L. J. Barnett, CPOSTD D. Deady, CRS C. E. Drewett, CPOWTR G. R. K. Fernie, Band C/Sgt A. R. Flood, RM, CPOA(EA) R. J. B. Holmes, CPOEA K. P. House, ACCA(EA) D. E. Knott, CPOEA(P) B. R. Lingham, CCOJ J. B. McCormick, C/Sgt A. H. G. McLeod, RM, CPO(MS) R. T. Norman, CPOEA(P) C. W. Oliver, ACPO(OPS) R. T. J. Searle, CPOSA B. Smith, CPOEA N. Snape, CPOSA R. C. Whale, C/Sgt A. F. Wrey, RM, CCAEA(M) E. F. Young.

A.F.C. Lieut.-Cdr. P. A. R. Harrall, Lieut.-Cdr. N. G. Hennell.

Royal Red Cross: Ordinary Member — Superintending Nursing Officer J. C. Brown, OARNS.

Royal Victorian Order: L.V.O. — Cdr. C. R. Tuffley, M.V.O. — WO(SEA) E. V. Norrell, Silver Medal — Band C/Sgt C. J. Granger, RM.

Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at June 1, 1988.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during May.

PO(EW)/RS(W) — Int (19.6.87), 2; LS(EW)/LRO(W) — Dry, 3; PO(M) — Int (21.0.87), 5; LS(M) — Int (19.6.87), 10; PO(R) — Int (3.12.85), Nil; LS(R) — Dry, 4; PO(S) — Dry, 2; LS(S) — Int (11.12.87), 3; PO(D) — Int (11.12.87), 1; LS(D) — Int (12.12.86), 3; PO(MW) — Dry, Nil; LS(MW) — Dry, Nil.

PO(SR) — Int (11.12.87), Nil; LS(SR) — Int (11.12.87), Nil; PO(SEA) — Int (19.6.87), Nil; POPT — 507, 1; RPO — 347, 5; RS — Int (3.12.85), 6; LRO(G) — Int (8.12.87), 14; CY — Int (3.12.85), 3; LRO(T) — Int (18.3.86), 6; PO(SM) — Dry, 5; LS(SM) — Int (14.1.87), Nil; PO(TS)(SM) — Dry, 1; LS(TS)(SM) — Dry, 5; RS(SM) — 223, 1; LRO(SM) — Int (16.6.87), Nil.

POMEM(M) — 74, 7; LMEM(M) — 182, 15; POMEM(L) — Int (23.10.87), 4; LMEM(L) — Int (15.12.86), 11; POMEM(O) — Dry, 2; LWEM(O) — Int (5.12.86), 10; POMEM(R) — Dry, 5; LWEM(R) — Int (25.2.88), 7; POMEM(M)(SM) — 301, 3; LMEM(M)(SM) — 186, 5; POMEM(L)(SM) — 144, 1; LMEM(L)(SM) — Int (17.9.86), 2; POMEM(O)(SM) — Int (3.11.87), Nil; LWEM(O)(SM) — Int (29.5.86), 1; POMEM(R)(SM) — Dry, 1; LWEM(R)(SM) — Int (2.4.87), Nil; POWTR — Int (27.11.86), 4; LWTR — Int (22.11.87), 1; POA — Int (22.1.86), 5; LSA — Int (22.10.87), 7; POCA — Dry, 4; LCK(CA) — 136, 1; POCK — Int (21.10.86), Nil; LCK(C) — 246, 8; POSTD — 375, Nil; LSTO — Int (18.2.86), Nil; POMA — 489, 3; LMA — 116, 3.

POAEM(M) — Int (20.11.86), 2; LAEM(M) — 376, 5; POAEM(L) — Int (20.11.86), 4; LAEM(L) — 412, 3; POAEM(R) — Int (5.11.87), 1; LAEM(R) — 149, Nil; POA(AH) — 129, Nil; LA(AH) — 379, Nil; POA(SEA) — 135, Nil; LA(SEA) — Int (26.9.86), Nil; POA(PHOT) — 910, 1; POA(MET) — 569, 1; LA(MET) — Dry, Nil; POA(CMN) — 425, Nil; POWREN CK — Int (1.2.87), Nil; LWREN CK(C) — Int (19.5.86), 1; POWREN DHYG — 218, Nil; POWREN DSA — 129, Nil; LWREN DSA — 179, 1; POWREN(RADAR) — 527, 1; LWREN(RADAR) — 283, 3; POWREN REG — Int (10.3.87), Nil; POWREN (RS) — Int (3.12.85), 1; LWREN RO — 156, 3; POWREN SA — 140, Nil; LWREN SA — Int (18.6.87), Nil.

POWREN STD — Int (4.12.85), Nil; LWREN STD — 179, Nil; LWREN TEL — 592, Nil; POWREN ETS — 610, Nil; LWREN ETS — Int (28.7.86), 3; POWREN WTR(G) — Int (4.12.86), 3; LWREN WTR(G) — Dry, 2; POWREN WTR — Int (25.7.86), Nil; LWREN WTR — Int (18.2.88), 4; LWREN WTR(S) — Dry, Nil; POWREN AEM(M) — Int (20.3.86), Nil; LWREN AEM(M) — 583, Nil; POWREN AEM(R) — Int (5.11.87), Nil; LWREN AEM(R) — Int (26.11.87), Nil; POWREN AEM(WL) — Int (5.3.87), Nil; LWREN AEM(WL) — 155, Nil; POWREN PT — 105, Nil; POWREN WA — Int (3.2.87), Nil; LWREN WA — Int (31.3.87), Nil; POWREN MET — Int (31.10.86), Nil; POWREN MET — Int (19.6.87), Nil; POWREN PHOT — 322, Nil; LWREN PHOT — Dry, Nil; POWREN DRY — 1, POEN(G) — 471, Nil; LEN(G) — Int (17.2.87), Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — 362, Nil; POWREN MT — 97, Nil; LWREN MT — 266, Nil; POWREN TEL — 607, Nil.

Swop Drafts

AB(S) J. P. Webb, HMS Juno, deploying, will swap for any Portsmouth-based, 184-trained rating.

ALCK Bell, RNAS Culdrose ext. 2116, drafted HMS Andromeda, Sept. Will swap for any sea-going ship, Plymouth based.

MEM J. Ashton, 3K Mess, HMS Phoebe, returning to UK in July, drafted Portland FMG, Oct. Will swap for any Rosyth billet, preferably ashore.

AB(EW) Poole, drafted HMS Invincible, late July. Will swap for any Rosyth-based, UAA1-fitted ship.

LS(SEA) Trapp, HMS Dolphin ext. 41868, drafted HMS Exeter, Sept., refitting at Portsmouth from then. Will swap for any Portsmouth ship, preferably Leander-class.

LS(D) Johnstone, 2Q Port Mess, HMS Birmingham, deploying in Oct. Will swap for any Rosyth ship.

ROI(G) Monk, FOST Commcen., Portland, drafted FSU 02, Rosyth, Sept. Will swap for Portsmouth Leander/Type 42 deploying or not.

A/POCK Elson, Senior Rates' Mess, HMS Fawn, drafted Senior Rates' Mess, HMS Warrior (Northwood) for 12 months from Sept. 19. Will swap for any shore establishment in Plymouth area.

MEM(L) J. Atkinson (AMC), Portsmouth Naval Base ext. 24909, drafted HMS Cleopatra, Devonport, Oct. Will swap for any Portsmouth ship.

AB(R) I. McArthur, 2 Mess, Anson Block, HMS Mercury, will swap Mercury for any Scottish shore base.

AB(M) P. Elliott, HMS Diomedea, drafted to HMS Intrepid at end of year. Will swap for RFA Diligence or any Gulf ship, or Falklands shore base.

Powren(WA) S. Lloyd, RAF Wyton ext. 5685, Will swap for any Portsmouth area draft.

LWEM(R) A. Clarkson, Course No. LR320, MY Admin., HMS Collingwood, drafted HMS Hecla, Devonport, Oct. Will swap for any Portsmouth ship.

LMEM(M) M. A. Needham, 3P(P) Mess, HMS Battleaxe, will swap for any Type 22 not in relief.

SA I. J. Thompson, 3H Fwd Mess, HMS Coventry, Will swap for any Rosyth ship.

MEM(L) D. Whitson (Scale A), 3K Mess, HMS Panopole, drafted HMS Fearless Aug. 8 and HMS Ambuscade Dec. 12. Will consider any Devonport Leander.

ROI(T) Rogers, HMS Brecon, Will swap for any Portsmouth ship preferably not deploying.

LS(M) Denham, 3EA Mess, HMS Minerva, in refit June. Will consider any Portsmouth ship.

AB(S) B. Richards (184-trained), Falmouth Boats, HMS Seahawk, Helston, drafted HMS Hecla, Aug. 16. Will swap for a Plymouth leander, preferably not deploying.

LMEM(L) Holland, 3N Mess, HMS Newcastle, deploying Oct-Dec. Will swap for any Portsmouth ship not deploying or entering refit.

MEM(L) P. Lacey, 3K Mess, HMS Diomedea, drafted HMS Phoebe, Aug. Will swap for any Rosyth or Portsmouth ship, preferably small.

CPOMEA(M) G. D. Smith, Rosyth FEC ext. 2704, drafted HMS Neptune, Sept. Will swap for any Rosyth shore draft.

A/LSTD S. Abbott, 3R At Mess, HMS Bristol, deploying Jan. Will swap for any Portsmouth ship not deploying or entering refit.

LWTR Boiling, 4J Mess, HMS Bristol, Will swap for any Portsmouth ship not deploying.

MEM(L) P. J. Longden, 3 Golf Mess HMS Brazen, drafted to HMS Defiance in November (guaranteed three months shoretime), will swap for anything — preferably Rosyth.

CK S. Stirling, 2D Mess HMS Avenger, Devonport-based, deploying November. Will swap for any Rosyth-based ship.

ROI(G) G. L. Moore, 2 Delta Mess HMS Alacrity, Devonport-based, Will swap for shore draft in Portsmouth or London areas.

LMEM (M) M. Williams, 3K Mess HMS Andromeda, Will swap for any Devonport-based steam or diesel ship, deploying or not.

Wren Wtr A. Smith, RM Deal, ext. 218, will swap for any Devonport, Portland or Portsmouth area draft.

AB(M) Dean, HMS Liverpool, Rosyth, drafted Flag Officer Plymouth in October. Will swap for any Rosyth shore base or ship.

Deaths

S. J. Dickinson, MNE, 3 Raiding Squadron, RM, May 22.

A. N. Fitch, CMEM(M), HMS Mercury, May 23.

R. Brown, CPOEA, HMS Maxton, June 2.

P. G. Sharp, CB, DSC, Gunnery officer HMS Sikh before commanding HM ships Broadway, Cattistock, Defender and Centaur. Later Captain of the Fleet Home Fleet; Commodore RN Barracks Portsmouth; and Flag Officer Sea Training. Aged 74.

D. M. Neame, DSO and Bar, Commanded HMNZS Achilles at Battle of the River Plate after her captain was wounded. Later commanded HM ships Carlisle and Vengeance. Represented Britain in 1928 Olympics. Aged 86.

G. Neville-Rolfe, OBE, DSC and Bar, Cdr (ret), Service included command of HM ships Tetraarch, Cygnet, Whitley, Mendip and Montrose. Later with Sea Cadet Corps and Naval recruiting. Aged 89.

G. Dibley, DSC, Cdr RNR (ret), Ex-Pangbourne, Esplanade and Ossory. Member Algerines Assn.

J. Bruce, Ex-AB(LTO), Service included HMS York 1936-39 and HMS Ajax 1940-43. Aged 70.

B. Collins, Ex-Coder, Served HMS Spanker 1944-46. Member Algerines Assn. S. Smith, Ex-Ldg Rm, HMS Albacore 1942-43. Member Algerines Assn.

J. D. Skinner, Ex-MAA, Ships included HMS Albion and Abdiel. Later with RAN Police. Aged 53.

R. Easton, Lieut.-Cdr (ret), Twice served in HMS Glasgow. Member HMS Glasgow Old Boys' Assn and of RN Provost Assn.

R. Blackburn, Ex-ERA, Served 1939-54 and with RNR. Ships included HMS Kent, Farndale, Wildgoose and Penelope. Aged 64.

M. J. Richens, Ex-CPOEA Royal Navy and later with Sultan of Oman's Navy. Ships included HMS Tiger, Blake, Hermes, Herald, Hydra and Hecate. Died in accident, aged 41.

K. Simpkins, Ex-CPO, Served HMS Tatoo 1943-46; later with RNR Severn Division.

The deaths are reported of the following members of the HMS Comus Comrades: W. Watts, G. Davies and R. Pollack. Also the deaths of the following members of Fleetwood Branch RN Patrol Service Association: H. Brown and E. Turner.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

S. Stanley, welfare officer Reading, ex-HMS Birmingham, May 27, aged 72.

L. D. Rogers, Poole, aged 64; ships included HMS Saumarez, Rame Head, Tyne and Eagle.

L. Piper, Greenford, ex-HMS Vanguard, aged 53.

T. H. Hitchcock, Dagenham, May 3, aged 68.

W. J. P. Goodliffe, Poole, aged 61; ships included HMS Eagle and Illustrious.

A. D. Rae, Deal and Walmer, aged 81; served in LCTs Normandy landings.

Mrs. P. Pearn, life member Portsmouth, May 1.

T. Brass, Chingford and Waltham Forest, May 9, aged 66; ex-HMS Burnham.

V. Threlkeld, founder member Capenhurst, May 8, aged 80.

R. L. Frost, Bury St. Edmunds, May 8, aged 69; ships included HMS Canopus, Cleopatra, Hind and Kenya.

J. W. Bundy, Hinkley, secretary and former welfare officer, aged 67.

E. Sutton, Poole, May 5, aged 64; ships included HMS Maidstone, Birmingham and Theseus.

Capt. A. H. Watt, (ret), Hunstanton, May 4, aged 87.

L. J. C. Morphet, Hunstanton, aged 66.

F. Whitney, vice-chairman Hunstanton, May 7, aged 65.

R. Walker, Wigston and District, May 17, aged 58.

A. Lawson, Billington and Whalley, May 2, aged 71.

D. Bell, Leyland.

J. Salkeld, Leyland.

J. Gates, Sittingbourne and Sheppey, May 8, aged 67; ex-HMS Ajax and River Plate veteran.

Joyce Bouch, Great Yarmouth, May 14.

A. Bowser, Bletchley, May 8, aged 86; survivor HMS Manchester.

S. A. Coles, Rugby; served HMS Ajax and Resolution.

J. H. Williams, BEM, Chatham, aged 83; also vice-president Chatham Navy Club and member Medway SOCA.

STD P. Davies, HMS Cardiff, Portsmouth-based (working hours only), will swap for any seagoing draft.

POWEM (O) Brannan, COB 2 Portsmouth Naval Base (ext. 23663), drafted to HMS Boxer in December. Any Portsmouth-based ship considered for swap.

RS R. Reed, PO's mess HMS Nelson, drafted to Comcen, Fort Southwick, will swap for any billet in Scotland — but anything north of Mercury considered (tel. 0705-82351 ext. 24115 or Cosham 210523 ext. 309).

Wren WROI Wilkinson, drafted Faslane mid-July. Will swap for Northwood or Portsmouth areas. Contact HMS MERCURY ext. 476.

MEM(M) J. Campbell, HMS Battleaxe in refit, October 88 to August 89. Will swap for any Rosyth shore base or seagoing ship. Anything considered. Contact 3P STBD Mess, HMS Battleaxe BFPO Ships.

CK(C) Currier, HMS Hubberton BFPO. Not deploying and will swap for any deploying Portsmouth-based ship.

AB(S) M. Wilcock, HMS Endurance drafted to HMS Royal Arthur, October 13. Will swap for any Plymouth shore base.

LA(AH) R. J. Swan, Flight Deck Training Unit, HMS Osprey, RNAS Portland ext. 3383, drafted HMS Invincible, Sept. Will swap for any shore base.

LSTD Sleight, HMS Roebuck, BFPO Ships, will swap for any frigate deploying or not.

POWEM(R) I. M. Munro, drafted to HMS York January 89, Rosyth-based, 909 PJT starts Sept, will swap



At Your Leisure



New twist for an age old plot

HERE'S a plot that goes back further than the eye can see, back to the New Testament and even beyond — devil offers hero the riches of the world in return for his immortal soul; hero wavers but, come the crunch, manages to resist temptation.

Wall Street, for all its up-to-the-minute imagery of whiz-kids in shocking red braces frantically punching their consoles, is simply a shrewd modification of the old tale.

When Michael Douglas, in Oscar-winning form as the satanic financier Gekko, praises greed and displays the fruits thereof, few in the audience won't think, if only for an instant, well, maybe Gekko's got a point there. The question is whether Charlie Sheen as the sorely tempted young stockbroker will recognise before it's too late the corruption that lies behind all the wealth and glamour.

The film is at its most entertaining when Douglas is

devoting himself ruthlessly to the pursuit of making money. "Lunch is for wimps," he snarls in mid-deal; and, facing a conflict between loyalty and profit, he doesn't hesitate: "If you want a friend, go buy a dog." Alas for morality, the devil not only has all the best tunes, he gets all the best lines as well.

Less appetising even than the sharks of *Wall Street* are the unsavoury bunch of characters to be found in *White Mischief*.

"Shooting affairs" in the colonies were once the staples of music hall comedy, with various bored baronets and potty planters regularly shooting holes in one another following some dis-



Screen Scene

pute over land or marital rights. The Rift Valley in Kenya was the scene of many of these incidents, including the most notorious of them, the murder in 1941 of the Earl of Erroll and the subsequent trial of Sir Jock Broughton.

The facts of the case were never properly established, but the film's dramatic speculations seem highly plausible. Greta Scacchi looks terrific as the pearl of the Happy Valley set, with Charles Dance and Joss Ackland effective as the two main swine.

Two comedies, both star vehicles for their leading ladies, complete this month's quartet of 16mm releases. Cher won the "Best Ac-

tress" Oscar for her performance in *Moonstruck*, a gentle, winning tale of rows and romance in New York's Italian community.

Goldie Hawn is equally appealing in *Overboard*, as an insufferable millionairess who falls off her yacht, loses her memory and ends up keeping house for a scruffy carpenter (played by her real-life partner Kurt Russell) and his unruly brood of kids. You can imagine the likes of Katharine Hepburn and William Holden in a black-and-white MGM version circa 1944. "They don't make 'em like that any more," is a familiar complaint. But thankfully, from time to time, they still do.

BOB BAKER



Goldie Hawn (pictured above) stars in *Overboard*, the wild new comedy directed by Garry Marshall and presented by Metro-Goldwyn-Mayer Pictures Inc.

In Brief

Ruling the Waves by Dennis Barker, published in soft-back by Sphere Books, price £3.99. This searching and honest study of the men and women of the Royal Navy was well received when it appeared in hard-back in 1986.

No Excuse to Lose by Dennis Conner with John Rousmaniere, published by Adlard Coles, price £7.95 in soft-back. "Give yourself no excuse to lose" is yachtsman Dennis Conner's motto in life, and in this book he expands on that sentiment through his examination of the people and craft in the world's top competitions.

Special Deception by Alexander Fullerton, published by Macmillan, price £10.95. Third novel in Mr. Fullerton's SBS trilogy in which hero Charlie Swale finds his loyalties divided.

Publisher Patrick Stephens Ltd. has launched three new hard-backs. In *Flagships of the Line*, Milton H. Watson celebrates the world's great three-funnel liners. Price £14.95. The book recounts the stories of 56 "three-stackers" which dazzled travellers between the 1880s and 1930s.

Russell Plummer's *Super-Ferries of Britain, Europe and Scandinavia* comes right up to date, examining the rise of the "super-ferry" and the implications of the loss of the *Herald of Free Enterprise*. It costs £12.95.

In his *Encyclopaedia of Modern Aircraft Armament*, price £19.95, Christopher Chant examines aircraft types from the viewpoint of battlefield and combat planners — as weapon delivery systems. All major combat types in service are covered.

The latest in the Anatomy of the Ship series published by Conway Maritime Press takes apart *The Destroyer The Sullivans*. Author Al Ross, an American-born educator and ship illustrator, documents the

destroyer right down to the nuts and bolts. Priced at £14, the book is richly illustrated with photographs and diagrams.

Conway has also published *Britain's Maritime Heritage*, A Guide to Historic Vessels, Museums and Maritime Collections. This £4.95 soft-back by Vervan Heal tells where the UK's wealth of nautical material can be found, when displays are open and how much it costs to get in.

Jane's has brought out Dr Norman Friedman's *The US Maritime Strategy* at £25 in hard-back. The author postulates that it is only through naval forces that the US and NATO can project their influence beyond Europe.

Recently released in soft-back is *The Best Years of their Lives*, The National Service Experience 1945 to 1963, published by Coronet at £3.95. Trevor Royle spoke to 600 ex-National Servicemen and compared their stories with the official government accounts.

Sea Boat Fishing by John Burgess is subtitled A Manual for Beginners. This £12.95 hard-back published by Boydell contains basic information to enable the reader to fish with simple gear from any small open or half-decked boat.

Sea-Charmed Voices is a new anthology of maritime poetry published by The Marine Society to commemorate the Golden Jubilee of The College of the Sea. The poems by merchant seamen and a few by children have been selected by Richard Frampton. The anthology costs £8.95 in hard-back.

In Richard Rees's *The Illuminati Conspiracy* we meet Lieut. Richard Machen, released from the Navy in 1802. On his way home Machen becomes embroiled in a plot to deliver the country into the hands of a secret revolutionary organisation based in France. The story reaches its climax aboard Nelson's flagship off the coast of Spain in 1805. Price £11.95 hard-back.

Survivor Bill's tale of courage

IN 1942, many weeks after the fall of Rangoon, a ragged bare-footed figure, racked with malaria, staggered out of hostile Burma across the Indian border.

A survivor of Force Viper (engaged in harrying the advancing Japanese from motor launches on the Irrawaddy), Marine William Doyle had encountered almost insuperable physical obstacles, unfriendly natives and a pitiful straggle of refugees on his lonely trudge.

Determined to rejoin his unit, he now faced a new set of problems — less dangerous but no less disheartening.

Marine from Mandalay is James Leasor's fictionalised account of a true story. It can be bothersome trying to differentiate between reality and artistic licence, but this aside the author achieves a fast-moving and compelling read.

MUSEUM MEMOS

FRIENDS of the Imperial War Museum have launched a quarterly Journal, *Despatches*, which will present authoritative articles copiously illustrated with photographs, drawings and maps.

"Despatches" will be sent out free to members of the Friends. Those outside the organisation may obtain it for 95p per copy (plus 20p postage and packing) from the Friends Office, Imperial War Museum, Lambeth Road, London SE1 7HZ.

Published by Brassey's, the journal is edited by Edward Bishop. An exhibition tracing the transformation from sail to steam has opened at the rapidly expanding Royal Naval Museum, Portsmouth. Entitled "The Great Revolution", this display was opened on June 10. Relics of the Victorian-iron-clad HMS Warrior form the linch-pin of the exhibition.

Books

Marine from Mandalay, by James Leasor, published by Leo Cooper (£10.95).

Commando Men, by Bryan Samain, published by Greenhill Books (£12.95).

The British Attack on Finland 1854-55 — A Forgotten Naval War, by Basil Greenhill and Ann Giffard, published by Conway Maritime Press (£20.00).

On Their Own — Shipwrecks and Survivals, by Mervyn Horder, published by Duckworth (£9.95).

Massacre at Tobruk, by Peter C. Smith, published by William Kimber (£13.50).

By contrast, Bryan Samain's classic account of 45 Commando's exploits during the Allied advance into Germany entitled *Commando Men* (republished in a new hard-back edition) has the powerful immediacy of wartime reportage.

For an elite force of special service troops, the climax of heavy fighting in Normandy and Holland came in the daring and well-executed night assault crossing of the Rhine in March, 1945, followed by crossings of the Weser, Aller and Elbe.

The noise, smell and tension of battle emerge from the pages of this tightly written and usefully illustrated book which will be welcomed by aficionados of both the period and the history of '45.' — R.W.

Baltic

The first modern study of the Royal Navy's campaign in the Baltic sheds new light on the conduct of the Crimean War.

Authors Basil Greenhill — recently retired director of the National Maritime Museum — and his wife Ann Giffard, re-examine the significance of the attacks on Finnish coastal shipping when the first steam-driven battlefleet went to war in *The British Attack on Finland 1854-55 — A Forgotten Naval War*.

In this detailed, scholarly and beautifully illustrated book, they argue that the presence of the Baltic Fleet held down 200,000 of the best Russian troops to counteract the implied threat to the capital, St Petersburg and thus diverted them from the battlefields of

the Crimea. Such tactics helped to end the war on terms favourable to the Allies.

The product of extensive research in both Britain and Scandinavia, this is no light read but offers new material on the mid-Victorian Navy and provides an insight into the social, political and economic climate of the Baltic in that period. — R.W.

Like many another shipwrecked mariner, a young British sailor of the 16th Century discovered to his cost that, once ashore, you could never be certain who your friends were.

Cast up on an island off Ibiza, still in the chains of an Algerian galley-slave (after four miserable years in Moslem captivity) he gave himself up to the Christian authorities — a local branch of the Spanish Inquisition.

Lutheran

All may have gone well had they not rumbled the fact he was an English Lutheran, because Richard Hasleton resisted their none too gentle attempts to convert him.

In a new book, *On Their Own — Shipwrecks and Survivals*, author Mervyn Horder describes Hasleton's protracted ordeals and misfortunes before his eventual safe return to England.

Feats of endurance and miracles of survival down the ages are thrown together in this anthology, some of which is rather sketchily written, but on the whole an intriguing read. — R.W.

By the summer of 1942 British military fortunes in the North African theatre were at their lowest ebb.

Agreement

In his book *Massacre at Tobruk*, Peter C. Smith argues that Churchill prodded his commanders-in-chief into a drastic plan to retake Tobruk and disrupt the Axis supply lines.

Operation Agreement turned out to be a disastrous failure, a terrible and costly mess. Over 700 highly-trained officers and men and valuable naval shipping were lost.

Detailed

The author writes a reasonable background to the venture and carefully analyses what went wrong. But his highly detailed account of its planning and rather bitty description of the action (frequently interrupted by personal reminiscences which are fascinating up to a point) do not make this a comfortable read.

A formidable amount of research and many somewhat unspectacular photographs illuminating this unfortunate episode will be most appreciated by the specialist market. — R.W.

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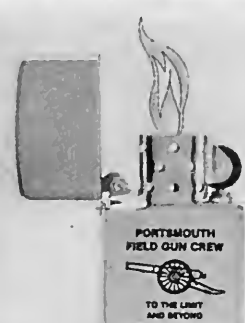
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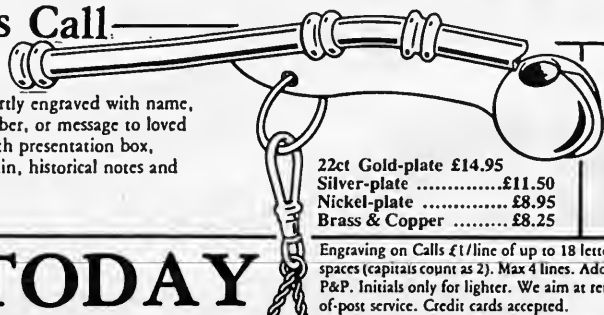
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RM FREEFALL TEAM STAYS AIRBORNE

RETIREMENT of "Buzby" — a Wessex helicopter from 722 Naval Air Squadron — posed a major problem for the Royal Navy and Royal Marines Commando Display Team's freefall demonstration squad.

But thanks to offers of help from the RAF and the Commando Brigade Air Squadron they will be taking off as usual to give displays at shows all over the country.

Between May and October each year the free fall team is a main arena event at agricultural and country shows, but the loss of

air transport could have grounded them for good.

The team have been training in Florida over the winter months, perfecting the art of manoeuvring beneath their open canopies to create special formations. Some of this "canopy relative work" is unique to the display team, which went into the record books in 1986 achieving a world record "stack" of 24 men.

Mock battles incorporating a 200ft abseil, unarmed combat displays and charity and publicity abseils are also mounted by the 45-strong Commando Display Team of R Company from Poole in Dorset, but the freefall team provides the finale.

At smaller events, the unarmed combat team steals the limelight, being the most "portable" element of the RN and RM Commando Display Team's programme, and this helps the potential audience to top the 1.5 million mark during a summer season — excluding television viewers.

● The freefall demonstration squad from the Royal Navy and Royal Marines Commando Display Team practise their ten-man "cluster" formation during training over Zephyrhills in Florida, USA.

LUCKY 50 IN CLUB DRAW

CHINA Fleet Club's Time-share Holiday draw meant a red letter day for more than 50 people — they were informed in writing that they had been selected for a holiday of their choice.

The draw — which took place in Hong Kong — was heavily over-subscribed, with everyone hoping to be picked for a holiday at one of the 11 sites owned by the China Fleet Club in the UK and abroad.

Details of the 1989 holidays, and application forms for the draw, will appear in Navy News early next year.

Weather-beating WRNS reach their peak

The Sweatex '88 team reach the top of Mt. Kinabalu in time to see the sun rise over the summit.

HEAT, humidity, torrential rain and altitude took their toll on the members of a Women's Royal Naval Service expedition to the Far East but could not stop the determined team from reaching their goal — the top of South East Asia's highest peak, Mt. Kinabalu.

Second Officer Jane Burfitt (HMS Cochrane), Surgeon Lieut. Janice Duncan RN, (HMS Drake), Third Officer Kim Winslett (HMS Valiant), Third Officer Helen Freeman (HMS Drake) and POWrens Lynne Mackay and Sue Allen (both from HMS Cochrane) watched the sun come up over the 13,455 ft. summit, having made their final assault from 11,000 ft. in the early hours of the morning.

Experience of hill-walking in Scotland was of some help to the team, but the weather conditions and altitude presented new challenges and the girls — appropriately calling their trip "Sweatex '88" — were glad of an acclimatisation programme which included a jungle survival course and an exploration of the Mulu Cave system in Sarawak.

Torrential

Introductory lectures on arrival in Brunei were followed by a day-long "acquaint" with the jungle, where the Training Team Brunei demonstrated shelter building, lighting a fire with jungle materials, collecting water and laying traps and showed the expedition team how to navigate by using their compasses.

After the main expedition, which lasted several days and was heralded by torrential rain, the team had time for a short rest before setting off for Sarawak.

The Mulu Cave system includes the world's largest cave — the Deer Chamber — and the Sarawak Cave, which is as



yet unopened to the public. High annual rainfall combined with dense limestone contributes to their large size.

A nine-hour boat journey up the Tutong River was needed before the girls reached the cave system for a guided tour. The pre-climb sections of the

expedition stood the team in good stead when they began their trek up Mt. Kinabalu.

Heat and then very heavy rain thwarted their initial plan for reaching 12,500 ft. and they had to rest at 11,000 ft. in a mountain hut, to avoid flooding which was affecting some of

the rock surfaces.

The unscheduled stop, however, offered an opportunity to swap experiences with a Malaysian RAF team who were making a similar ascent.

The team finally reached the mountain top at 6.45 a.m., having left the shelter at 2.30.

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ENDURANCE PLAYS MUM TO 300 KING PENGUINS

HMS ENDURANCE has returned home after playing mother to more than 300 King Penguin eggs during her six months in the Antarctic.

The eggs were collected in South Georgia for zoologists establishing a colony at the Sea World Centre in San Diego, California.

Two zoologists were on board to look after the eggs, which were kept in incubators, and six which hatched on board — the first was christened Endurance — and the remaining eggs were flown to San Diego from the Falklands.

When the Endurance returned to Portsmouth on May 27, serenaded through the harbour entrance by the band of HMS Ark Royal, Capt. Tom Sunter, the ice patrol ship's commanding officer, reported that so far there were 120 chicks, alive and doing very well.

Trapped in ice

At one point during her Antarctic patrol the Endurance, trying to reach the British Antarctic Survey's southernmost base on Deception Island for a medical evacuation, was trapped in heavy pack ice for

four days.

One of her Lynx helicopters took off a BAS team member, suffering head injuries after an accident, from the top of a 4,000ft. ice mountain. Meanwhile, the ship's company whiled away the time with an "Antarctic Gala" on the frozen water with a barbecue, soccer and volleyball.

Later, after maintenance work in the Falklands, the ship made her way through the iceberg-packed Weddell Sea, loading survey equipment off the ice floes and carrying out surveys off South Orkney and the Sandwich Islands.

SUBMARINE POWER — THE THEORY AND THE PRACTICE



Their slim black shapes outlined against the ice, HM submarines Superb and Turbulent rendezvous at the North Pole.

Picture: CPO(Phot) Radar Thompson

'Anti' industry is nonsense, warns Jane's

SET No store by the "anti-submarine industry" which has grown up — the power of the nuclear submarine remains decisive. That is one of the messages of editor Capt. Richard Sharpe — himself a former submarine commanding officer — in the 1988-89 edition of Jane's Fighting Ships.

"There is probably more nonsense talked and written at every level of classification from Top Secret to the Washington Post about anti-submarine warfare than any other military subject," says Capt. Sharpe. "The major navies are under few illusions about the power of the nuclear submarine but a profitable anti-submarine industry has developed which is dedicated to understating their decisive potential as ship killers and trying to convince itself that as a threat the SSN is containable."

"In spite of the millions of dollars spent on acoustic equipment improvements in the last 20 years it is no secret that passive sonar detection ranges which were always unreliable are now decreasing as well and the laws of physics, combined with the structure and contents of the oceans, have got active sonar developments in a vice-like and short-range grip."

"Very low frequency transmitters have some potential but mobility and fire control complexities are always going to limit practical application. Non-acoustic devices are equally flush with development funds and even less productive in achieving anything like a guaranteed area search capability."

"Meanwhile, the weapon delivery potential of these underwater cruisers continues on a steadily rising curve of improved performance in payload, range and lethality. As they dive deeper and go faster and the hulls get stronger, the difficulties of a successful counter attack are further compounded."

"So far only one SSN has fired a shot in anger and the sinking of the General Belgrano effectively excluded a navy with relatively unsophisticated anti-submarine capabilities from the remainder of the Falk-

lands War.

"But supposing the Argentines had had three or four SSNs, would Britain with all its anti-submarine expertise have sent the task force in the first place? And supposing Iran had a couple of modern SSNs out there in the Indian Ocean, would the US battleships have been so readily deployed? And if you can convince yourself that the answer to those two questions is still 'yes', how about taking a carrier attack group into the Norwegian Sea in the face of 90 or so Soviet nuclear attack submarines?"

Disputed

Turning specifically to UK affairs, he comments on events since the 1981 defence review and enters the disputed waters of destroyer-frigate numbers, a running source of claim and counter-claim in recent years. In this context he talks of the "twin mechanisms of lowering manpower ceilings and failing to order ships to replace those reaching the end of their useful lives."

On Europe, the book's foreword says that where maritime Britain puts as its main priority a contribution to the NATO alliance on mainland Europe, continental France opts for an unashamedly national policy and an expanding navy. "Whereas the admirals in London hardly dare mention that the time has come to start feasibility studies into the next generation of aircraft carriers, the French are pressing ahead with a nuclear-powered ship."

Of the Soviet Union the author says detailed study did little to reveal an operational or deployment pattern which could readily explain why they had built such a large fleet yet seemed to prefer to keep it "snugly alongside in their home fleet areas rather than roaming the oceans of the world confronting the US Navy."

Analysis of this visible "wimpy" Soviet policy at sea could

be overstated. The significance of the influence gained over countries which had acquired Soviet hardware should not be ignored.

● In this the 91st edition of Jane's Fighting Ships — a mammoth and still indispensable reference book — over 950 new pictures have been included and line drawings provided for most classes of major warship, indicating the location of the weapon systems whose operational details are described in the text. It comes from Jane's Publishing Co Ltd. at £85.

Right: One of the RAF Nimrod aircraft flies over HMS Superb.



At the top of the world

THE two latest HM submarines to visit the North Pole, Turbulent and Superb, enjoyed mild weather — a mere minus 10 — and light winds during their 12-hour stay at the top of the world.



Above: Two crewmen make the short but icy journey between the two boats

The two boats surfaced in a fissure in the four metre thick ice about half a mile from the Pole itself.

As reported in Navy News last month, the submarines rendezvoused with two Royal Air Force Nimrod maritime patrol aircraft from No. 206 Squadron at RAF Kinloss.

The crews took the opportunity to venture out into the ice and nine sailors from HMS Turbulent became among the first submariners to be presented with their Dolphins at the North Pole, having earned their Part Three qualifications during the journey.

Diving teams spent up to 20 minutes in the water around the boats and under the ice, and were surprised to find it not much colder than that in Devonport during the winter, though once surfaced the divers had to move pretty quickly to get back into the warmth below decks.

Sporting challenges of tug-of-war and ice hockey were given additional spice when it was realised that a foraging polar bear might want to join in the fun. So WEM Michael Baker of the Superb was detailed as bear guard — but he didn't get a glimpse of one of the elusive creatures.

Royal Arthur reunion triumph

I HAVE just returned from a week in Skegness in the company of some splendid Navy veterans who like me spent their early Navy days, in what was — pre and post-war — Butlin's Holiday Camp. But from 1939 to 1946, it became HMS Royal Arthur.

There, besides being taught the basics of being a sailor, we learned comradeship, and that same comradeship was to be present, no matter where we were or what we were doing.

Neither did we ever forget the teachings of men of calibre called out of retirement to try to teach us all those things — easy to them, but completely foreign to us.

But in a short while we did learn, and those teachings were to stand us in good stead for the rest of our time in the Andrew.

Mr. Ben Harris organised the reunion of all ex-Royal Arthur ship's company, and there was an excellent turn-out. The civic authorities, and the people of the town, went out of their way to make it a remarkable and memorable occasion. It gladdened the heart to see those ex-Navy men who have not forgotten how to march, and the Mayor taking the salute.

It was supposed to be a one-off event, but was so good it has been decided to make it an annual affair, and a Royal Arthur Association has been formed. We would like all ex-Royal Arthur men, and women, to join the association and come to our second reunion. Anyone wishing to join should contact Mr. Ben Harris, 22 Well Terrace, Clitheroe, Lancs. The annual subscription is £2.50. — J. T. Lownds, Sunderland.

AT the successful recent HMS Royal Arthur reunion at Skegness it was interesting to see the various badges of different branches of the Service

LETTERS EXTRA

which played their part in the Second World War.

Among these was the Flower Class Corvette Association. It would have been commendable to have had an all-Corvette Association which included its successor, the Castle class.

While over 200 Flower class played their part on the high seas, only 26 Castle class had been built when hostilities ceased, so we were rather outnumbered. Perhaps our Flower class comrades could consider this. — I. Jones, Ex-HMS Morpeth Castle, Skegness, Lincs.

Vindictive plea

REGARDING P. G. L. Baines' letter on the allocation of warship names (May), may I comment on the names selected for the Trident submarines?

Vanguard, Victorious and Vengeance are traditional and sound splendid for boats that will carry Britain's deterrent into the 21st Century. Venerable, in contrast, is most insipid, bringing to mind a superannuated clergyman (no disrespect intended to the cloth).

Could not Vindictive, recalling St George's Day at Zeebrugge on 1918, be revived instead? — Ian Sturton, Highfield, Southampton.

Reunited after 52 years

MAY I thank Navy News for bringing me and my school pal together after an absence of 52 years.

Browsing through the Calling Old Shipmates I saw a request for ex-crew members of HMS Seal to contact an ex-PO for a reunion given by the people of Seal, Kent, who adopted the sub in 1939.

I wrote and asked him if my oppo, ex-stoker Harper, had applied. Luckily for me, he had.

At the reunion we had a grand time talking over old times which had passed our 52 years apart. Eight of the original crew members took part with four unable to attend through ill health.

I am glad to say the captain of the then HMS Seal is with us, strong and healthy irrespective of his 85 years. — T. G. Bowen, Ex-LAA, Ramsgate, Kent.

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Reunions

Royal Marines Buglers reunion dinner on Oct. 8. All serving and former RM buglers welcome. Details from Bugle Major A. N. Gibbs, RM Eastney, Southsea, Hants. PO4 9PX (tel. 0705-822351 ext. 6113).

HMS Glasgow Old Boys' Association buffet dance at the Victory Club, HMS Nelson, Portsmouth on July 30, followed on the next day by memorial service at St Ann's Church, Portsmouth Naval Base and an informal get-together at RNOC. Details and dance tickets from Mr. Allan Mercer, 89 Royal Avenue, Hough Green, Widnes, Cheshire WA8 8HJ (tel. 051-424-7390) or from Mr. Hay, Portsmouth RNOC.

HMS Kipling reunion held on June 4 at Fordingbridge, Hants. In the presence of Capt. Sir Aubrey St. Clair-Ford and Lady Anne St. Clair-Ford. The former first lieutenant, Cdr. W. D. Shaw, proposed the toast to the captain, while the highlight of the day was display of a working model of the ship made by the son of one of the survivors, PO Hubbard. Next reunion as Ashburn Hotel, Fordingbridge on June 3 next year. Details from Eric Clare, 11 Melrose Avenue, Cove, Farnborough, Hants. GU14 9SY.

HMS Warspite Association held a reunion dinner at South Parade Pier, Southsea where a Royal Marines Volunteer Cadet Corps Band beat retreat. Earlier in the day, of May 21, the Association's new standard was dedicated at a service at St Ann's Church, Portsmouth Naval Base. Among those who attended were Admiral Sir Charles Madden (former executive officer of the Warspite) and Lady Madden, and Cdr. M. Gilbert, commanding officer of HM submarine Warspite in 1984-86. The new standard, dedicated by the Chaplain of the Fleet, the Ven. Noel Jones, was supported by those of Portsmouth and Gosport branches of the Submarine Old Comrades' Association.

HMS Manchester Association annual meeting will be held at 1530 at the RMA Club, Lincoln on August 13, the 46th anniversary of the sinking of the Second World War cruiser. The meeting will be followed by a social evening and, on the following day a church service at which the new standard — made by Mr. Alan Walker will be on display. A barbecue will be held on the evening of Aug. 12. All those attending the AGM dinner should contact the secretary, Mr. L. McDonald, 37 Edmund Road, Southsea, Hants. PO4 0LL (tel. 0705-739384) by August 6. Those who want accommodation and/or intend to attend the barbecue should contact Mr. Alan Walker, Gainsborough Road, Saxilby, Lincoln (tel. 0522-703387).

HMLCG(L)reunion was held on May 14 at the RMA Club, Llandudno. Another is planned for next year. For details contact John H. Jones, 18 St Margaret's Avenue, Christchurch, Dorset BH23 1JD (tel. 0202-484427).

HMS Bicester (L34) annual reunion was held on June 4-5 at Bicester. Guests from the old and present ships of the name, the town and the RMA numbered 90 at the Littlebury Hotel. Thanks also to St Edburg's Church.

HMS Ocean Association reunion planned at the Royal Sailors' Home Club, Portsmouth, Nov. Details from Mr. R. E. Thompson, 1 Highbury Avenue, Cantley, Doncaster, S. Yorks. DN4 6AW (tel. 0302-530166). Prospective members should contact Mr. Thompson or one of the area secretaries — S. Gale (tel. 0980-630-652), L. Manning (tel. 051-924-3331), L. Moore (tel. 091-2551-1525), D. Roberts (tel. 021-328-5805) or J. Rhodes (tel. 021-476-4562).

357 Squadron Royal Marines 50-year reunion planned for next year. Contact Syd Chatfield, 71 Conway Court, Clarendon Road, Hove, Sussex BN3 3WR.

National Fleet Air Arm Association was formed in January and would like more members. A social evening has been held and a trip to the Royal Tournament planned. Meetings on the second Wednesday of each month at the Ballroom Bar, Sun Hotel, Sun Street, Hitchin, Herts. at 8 pm. For details contact Mrs. Valerie Whitehouse, 35 Bradleys Corner, Hitchin, Herts SG4 0PP.

HMS Middleton (L74) fourth reunion at Leamington Spa was the best yet with 28 shipmates attending. Prospective members contact Mike Alston, 6 Belmont Park Road, Maidenhead SL6 6HT (tel. 0628-29655).



Over to You

Soldiers In Submarines: Col. J. S. M. Walker, Myrtle Farm Cottage, 29 East Street, Braintree, Essex EX33 2EA (tel. 0271-812753), would like to receive short narratives from sailors or soldiers who took part in landing/recovery from/to submarines during the Second World War, for inclusion in a book he is preparing. Photographs would be particularly welcome and all items would be cleared through the Ministry of Defence before publication.

National Kidney Research Fund: The field organiser of the fund, Mr. William Netting, 18 Ainsley Avenue, Romford, Essex RM7 9HU thanks the ship's company of HMS Apollo for their collection of ring-pulls. He also believes that HMS Manchester has been collecting ring-pulls, and he is hoping to receive similar help from members of the Royal Navy at Plymouth.

HMS King Alfred, Hove: An appeal to former RNVR officers who trained at HMS King Alfred, Hove, T.S. King Alfred, Hove Unit of the Sea Cadet Corps, must raise £10,000 to replace ageing dinghies damaged in October's gale, pay for Royalist bursaries, purchase adventure training equipment and a Portakabin and pay for repairs to a whaler pulling boat. Further information from the Commanding Officer, T.S. King Alfred, HMS Sussex, Wharf Road, Hove, East Sussex. Donations to that address. Visitors welcome at Tuesday and Thursday parade evenings and most Sunday mornings.

USS-LST-381 Janfu: The US Coast Guard crew will be holding a reunion in September and Gordon Lease, ex-boat's wains mate, is compiling a history of the vessel for it. The Janfu was decommissioned in December 1944 and turned over to the Royal Navy. Information is sought about her 18 months in British hands. Details to Mr. Lease at 4041 W. Main Street, Rapid City, SD 57702 USA.

Capt. Harry Oram: Writer Wendy Harris, 1 Milton Cottages, Milton Hill Farm, Pewsey, Wilts SN9 6LZ, is working on a biography of the late Capt. Oram and would like to hear from anyone who served with him, especially during his time on HMS Cairo.

At Your Service



HMS Nelson (battleship) reunion was held on May 7 at HMS Nelson, Portsmouth. The RMLI Cadet Band Beat Retreat. George Treadwell, 31 Clyde Road, Gosport, Hants. PO12 3DN (tel. Gosport 21504) would like to hear from any ex-Nelsons with whom he is not in contact.

Coastal Forces Veterans Association North Midlands branch rededicated their standard on their tenth anniversary on May 1. Turnout was 250 for the event at Wickesley, near Rotherham. The band of Sheffield Unit of the Sea Cadet Corps provided the music for the march to the church where the service was conducted by the Vicar of St Albans. Commanding officer of the branch's adopted ship, HMS Striker (Lieut.-Cdr. B. J. Murphy) took the salute. Standards present included those of the British Legion, RNA and Normandy Veterans.

HMS Cleopatra Old Shipmates Association: At the annual meeting at The Historic Dockyard, Chatham, a presentation of a framed drawing of the fifth Cleopatra was made to the Museum. The artist, ex-RM Mr. Reg Plowman, was among the 35 members and wives present. Spirits were donated by Pusser's Rum. Secretary: Donald Ford, 24 Duddery Hill, Haverhill, Suffolk (tel. 0440-705576).

HMS Ganges Association reunion held at St Clare, Ryde, Isle of Wight, attended by 460 members. Inquiries about future venues should be addressed to Robbie Robson, 12 Rainton Street, Old Penarth, Houghton-le-Spring, Tyne and Wear DH4 7HQ (tel. 054788).

Argentine Association reunion at Portsmouth on May 20-22 was attended by over 350 members and guests including the guest of honour, Admiral Sir Desmond Cassidy; Commodore Barry Clarke; Capt. Fabian Malbon; and Lieut.-Cdr. David Morris; as well as members from South Africa, New Zealand, Canada, Spain and Belgium. At the AGM Capt. Peter Wyatt RN (ret.) was installed as president. Secretary: Jack Williams, 395 Lytham Road, Blackpool FY4 1EB (tel. 0253-44157).

HMS Cockade 1944-58: Second reunion RMA Club, Leamington Spa, September 24, 1988, buffet tickets £2 a head at gateway. Details by sate from organiser, Harry M. S. Unsworth, 29 Belgrave Road, Newton Abbot, Devon, TQ12 4JR. (No connection with recently-publicised 8th Destroyer Association reunion).



Calling Old Shipmates

RNAS: Anyone who served in merchant aircraft carriers with 836 Squadron is asked to contact Mr. Jim Luke, 10 West Grange Road, Hunslet, Leeds, LS10 3AW (tel. 0532 707881).

HMS Barrosa, fourth destroyer squadron, Home Fleet, c.1953: Ex-signaller John Douglas seeks old friends: AB George Gilchrist, Yeoman Ted Heath, 'Burglar' Briggs, 'Pricky' Price, etc. Contact him at 2306 Coventry Road, Sheldon, Birmingham B26 3JS.

HMS Exeter: 1942/43, George Devlin D/JX 162145 Signals Branch would like to make contact with former shipmates and with the HMS Exeter Association. All correspondence c/o Hon. Sec. Tasmania Branch RMA, PO Box 418 Rosny Park, Tasmania 7018.

HM ships Cornwall, Newcastle, Mackay, Seymour, Eagle 1938-1950: Former CERA Ted Hewitt would like to hear from old shipmates, especially those who were with Mackay when she was stuck on a sandbank outside Dunkirk during the evacuation. Write to PO Box 418, Rosny Park, Tasmania 7018.

HMS Newfoundland: Mr. Reg Davies is anxious to trace old shipmates who served with him on the Newfoundland at Hiroshima and Nagasaki in 1945. His address is Chenevare Lodge, The Compa, Kinyer, St. Mourbridge, West Midlands DY7 6HT.

HM submarines Sea Horse, Salmon, Sealion, Murat Reis and Umpire: E. Dainton, 17 Flansha View, Flanshaw Estate, Wakefield, West Yorkshire WF2 9LJ, would like to hear from old shipmates.

HMS Caylon 1950-52: Sickie Pratt seeks any old shipmates. Contact him at 33 Swaraton Road, West Leigh, Havant, Hants PO9 2HH. (tel. 0705-472243).

10th Destroyer Flotilla (1944-45), Force 26 & Tribal Associates held their reunion at Blackpool on May 20-22 and plan their next reunion for Nov. 13 following their Remembrance Sunday parade to the Cenotaph in Whitehall. Buffet and entertainment provided at the reunion. All personnel from the flotilla, HMS Black Prince or any who served in a Tribal-class destroyer are welcome. There is a special invitation to members of the Russian Convoys Club. Contact Mr. John J. F. Bull, 8 Tibury Road, East Ham, London E6 (daytime tel. 01-552-6998; evening 01-471-5990).

HMS Burnham Association reunion held at Burnham-on-Sea, April 22-24. Next year's reunion planned for April 21-23. Contact the association secretary, Sam Langford, 50 Drew Gardens, Greenford, Middlesex UB6 7QG.

HMS Serene 1944-46 reunion at Lingfield Community Centre, Surrey, was held on April 16. Among the 35 who attended was ex-PO J. Hooper from Canada. Association details from E. Drummond, 5 Green Way, Scarcroft, Leeds LS14 3BJ (tel. 0532-892222).

HM ships Arethusa, Mauritius and Abdiel 1943-44: Members of the Parachute Regiment and Airborne Forces Association would like a reunion with those who served in these three ships which assisted British airborne troops. The Association would also like cap tallies of the ships to frame with other badges and insignia. Contact James Carlton, 38 Windermere Road, Hyde, Cheshire SK14 4PU.

HMS Daedalus II artificer apprentices held their first reunion at Newcastle. Sixty-two former apprentices and their wives attended the dinner. Details of next year's reunion, and membership, from Jack Carr, 10 Turin Drive, Newcastle, Staffs. ST5 2QL (tel. 0782-639652).

HMS Isis: Would Bill Davidson, ex-Isis and a survivor, who telephoned Mr. R. Real from Tyne and Wear on the evening of the first reunion please contact him at 88 Brent Road, SE18 3DT regarding a second reunion.

Royal Marines PT Branch: This year's reunion will be held at the CTCRM on September 24/25 — one month earlier than usual. Those entitled to attend but not on the current mailing list should contact Mr. Stan Mason, 53 Pellinore Road, Beacon Heath, Exeter, Devon, now. (tel. 0392-54908).

HM ships Eagle, Victorious and Heron 1959-61: Ex EM(AIR) N. H. Darby L/F 964405 wants to find shipmates from 894 Squadron FAA. Write to 153 Easemore Road, Redditch, Worcs B98 8HH (tel. 0527-64505).

Peter McLaren is being sought by his old colleague John Brooksbank, 201 Healey Lane, Batley, Yorkshire. They took a torpedo course together at HMS Vernon in 1944, after which John was drafted to HMS Zodiac. He believes Peter, who then lived in Glasgow, was drafted back into Portsmouth barracks.

HMT Charles Boyes: Mrs Valona Thacker wishes to trace the three survivors of the mining of the Charles Boyes in May 1940, in which her father, PO Henry George King RNR was killed. They are AB J. H. Grove (P/J30778), SEA G. W. Laver (LT/JX 177653) and SEA H. O. Alexander Macaulay. Mrs Thacker lives at 14 Beach Road, Caister-on-Sea, near Great Yarmouth, Norfolk NR30 5ER.

HMS Comet: Members of the engineering branch 1956 to 1958 are asked to contact Mr. J. L. Dinsmore, 6 Clarence Court, Coleraine, County Londonderry, N. Ireland BT51 3BH. He joined the Comet in 1956 and stayed with her until she paid off and he is now trying to compile a history of her.

HMS Victorious (1942 and later HMS Begum, 832 Squadron: Where are you now PO(E) Dave Murray, LD(AM) A Eddie Williams and LD(AM) O) Valley Towns, all of Liverpool? LD(AM) E) Bernard (Ginger) Gallagher would like to get in touch. Are you aware of the reunion held each year in Yeovil? Contact B. Gallagher, 32 Pennine Gardens, Barrow-in-Furness, Cumbria (tel. Barrow 36829).

HMS Arethusa 1965-67: Any member of first class commission interested in reunion April, 1989 please contact Tom Sawyer, The Queens, Apperley Lane, Apperley Bridge, Bradford, W. Yorkshire, BD10 0NS; or Tom McSweeney, 3 Claremont Avenue, Maghull, Merseyside L31 8AD; or Albert Bellis, 29 Somerset Road, Crosby, Merseyside L22 2BL.

HMS Dorsetshire Association: A reunion with the Bismarck Association is planned in Hamburg May 26-30, 1989, to coincide with the 50th anniversary of the launching of the Bismarck and the 80th anniversary of the port of Hamburg. If numbers are sufficient a coach will be hired starting from Plymouth, picking up passengers en route to the embarkation point (probably Harwich). Shipmates from HM ships Prince of Wales, King George V and Victorious, etc., welcome. Contact Bert Gollop of HMS Dorsetshire Association, 3 Coltsall Close, Ernesettle, Plymouth PL5 2PA (tel. 0752-360478).

Capital Ships Association will meet in the Burns Room of the Union Jack Club, Waterloo, London, on Saturday, September 24, at 2 p.m. Details from C. J. Mercer, secretary (tel. 0375-378003).

Benbow Division, HMS Flagard, Chatham, 1934: Mr. Arthur Shaw, 3 Military Road, Gosport, is organising a reunion of the class of 60 apprentices who passed out on July 1 1938 to start their active service as engineer, electrical and ordnance artificers. It will be held on July 9 in the RNESS Memorial Club, 46 Clarence Parade, Southsea, Hants. Mr. Shaw asks old shipmates to telephone him on Gosport 588034 or to contact Mr. Albert Andrews, 25 Brougham Road, Southsea (tel. 0705-815673).

HMS Hazard: A second reunion is to be held on October 8 and all shipmates who served between 1937 and 1945 are welcome. Details from Mrs S. H. Hill, 82 Cheesmans Terrace, Star Road, Kensington, London W14 9XQ (tel. 01-381-4484).

HMMGB 657 1943-1945: A reunion is being held on September 14 and interested shipmates are asked to contact George Manning, 10 Acres Gardens, Tadworth, Surrey KT20 5LP (tel. 0737-352427).

ASW/TASI Annual Reunion Dinner and Dance: Acton Block, Vernon (HMS Nelson Gunwharf) on Friday, October 14, at 19.30, cost £16 per person. Ticket applications to Secretary, ASW/TASI Association, Lewin Building, SMOPS, HMS Dryad, Southwick, Fareham, Hants. PO17 6EJ.

Town Class Four-Stackers: Sam Langford, secretary HMS Burnham Association, 50 Drew Gardens, Greenford, Middlesex UB6 7QG, keeps a register of all survivors of the 50 FFBS and he may be able to help shipmates find old oppo. He knows of 97 HMS Burnham survivors who could form the nucleus of a Four-Stacker Association.

A. J. Vincent, Ex-CPO (Diver), is seeking old friends from Greenwick School 1922-26, HMS Ganges 1926/27, HMS Marlborough 1927, HMS Tiger 1928 and HMS Gnat, Chinese Boxer Yangtze Patrol 1936-38. He was later stationed at RNB and also served on Malta and Russian convoys. Contact him at 42 Bathampton Street, Railway Village, Swindon, Wiltshire.

HMS Blenheim: Mr. E. H. Cunliffe, of Roys Street, Rochdale, Lancs OL16 5JZ, who served with her in Alexandria and left her in Malta at the end of hostilities, wishes to contact old friends from ERMs mess.

HMS Odin 1935-37: Record-breaking crew, Captain S. Shoot, China Station. Where are you now? What about a get-together? Contact Mr. W. S. Palmer, 8 Wickham Croft, Wickham, Fareham, Hants PO17 5NL (tel. Wickham 834032 evenings).

Fred Self, on board ML278 at Cline Bay, Freetown, Sierra Leone, 1944, is being sought by Mr. Ronald William Gray, 13 Wellington Street, Cowra, NSW, Australia.

HMS Acasta, Med Fleet 1935 to 1937: Mr. G. Copping, of High Clives, 1 Algharth Road, Stockton Lane, York YO3 0EZ, would like to hear from AB Wally Wall.

HMS Devonshire 73-77: Any S and S or ME Department members are invited to contact any of the following with a view to a run ashore at a mutually acceptable venue: ex-LCK George Potts (tel. 061-678-8759); ex-CK Con Cunningham (tel. 091-236-6756); MEM Danny Church (tel. 035-62-5237).

HMS Argus: Ex-PO R. Fitzsimmons, served in HMS Argus during the Second World War, would like to know what became of her bell, which at one time was used in a Bristol church. Anyone knowing its whereabouts should contact him at 3 Riverbank Close, Bellingham, Maclefield, Cheshire SK10 5JD (tel. 0625-73138).

Corfu (Volage, Saumarez): Ex-CPOs Kendrick and Johnson on salvage work after the incident have a newspaper printed in Corfu, dated October 1986, which gives a commemorative account of the ordeal the crews suffered. They would gladly pass it on to any interested reader. (tel. 0705-815276).

Robert Charter DSM (Ex AB) and Christopher Stone (Nav): Please contact former shipmate George Manning, 10 Acres Gardens, Tadworth, Surrey KT20 5LP (tel. 0737-352427).

HMS Anzio 1962: John (Franky) Meyer, Leighton Hall Farm, Bomere Heath, Shrewsbury, wishes to contact Neil Robinson. They met in Gibraltar during a refit to the Second World War tank landing craft, then spent time in Malta, Aden and Bahrain before a further refit in Bombay. Later both served at Fort Southwick, Portsmouth.

HMS Bilguby Bay: Mr. W. E. Wiberley, 3 Bryn Close, Penllergaer, Swansea SA4 1AT, wishes to contact Ch. Sto. Syd Pamplin and the Sto. PO of the same ship, 1955-57. Mr. Wiberley's daughter was christened in the ship's bell and he would be grateful for information regarding the bell's whereabouts.

HMS Serendwell: Lieut. (SCC) K. A. Williams RNR, of Somerset House, 15 Copse Road, Clevedon BS21 7ON (tel. 0272-873334) wishes to contact former members of the ship's company of this Halcyon-class minesweeper to add to the comprehensive history he has already compiled.

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HANWORTH CELEBRATE 50 YEARS

TO MARK the 50th anniversary of the branch, Hanworth re-dedicated their standard at a Drumhead service in the local park conducted by the Venerable Archdeacon Noel Jones, Chaplain of the Fleet. Led by the Royal Marines band of the Commander-in-Chief Fleet, 52 standards, headed by No. 1 Area standard carried by Shipmate John Hope, were proudly paraded to the park. The honoured guests were President, Admiral Sir Desmond Cassidi, Lieut.-Col. Sir Vivian Dunn, the General Secretary Capt. Jim Rayner and the Mayor of Hounslow.

Following the march past Admiral Cassidi was piped aboard for the celebrations in the club attended by representatives from branches throughout the area. Thanks go to Shipmate Arthur Ansell and Bill Newson for organising the event and to the ladies section for their valuable help. Congratulations to Hanworth from Greenford branch for the organisation of their parade and the hospitality extended to the visiting standard bearers and the members of the Royal Marines band.

The City of London celebrated their 50th anniversary and St. George's Day in style with a champagne reception and banquet in Pewterers Hall in the City. The guests of honour were Admiral of the Fleet Sir Henry Leach and Lady Leach and Mr. L. J. Scott of the Honourable Artillery Company and Mrs. Scott. The occasion was enjoyed by 80 shipmates and wives.

During the cruise up the Norwegian coast in the Danish ship Winston Churchill, the Rev. Hugh Wake of Sudbury branch, and his wife, with 50 fellow passengers paid a visit to the British War Memorial at Narvik. Shipmate Wake, on behalf of the association, laid a wreath of poppies at the memorial then led the group in prayer. A visit was also made to the Narvik war museum.

An RNA display stand, designed by Shipmate Terry Hammersly of Northampton and built by members, is proving a big attraction at local festivals. When the stand was

shared with the Rushden branch at two local events it made a profit of £300, after expenses.

The General Secretary Capt. Jim Rayner and his wife, Trish, were guests of honour at Dartford annual dinner dance attended by 180 shipmates and wives. It was a memorable occasion for Shipmates Jim Thompson and Ken Skynner, who were honoured during the evening with life membership in recognition of their services to the branch.

A visit by shipmates of Llanelli to Runcorn club gave rise to a gala evening of lamp-

Double Seven get away from it all

A FAMILY weekend, organised by the Double Seven committee and held at Pontins Holiday Centre, in Selsey, West Sussex, raised £1,050 for the Great Ormond Street "Wishing Well" appeal, and a further £276.73, for the King George's Fund for Sailors.

For the 857 shipmates, wives and friends, this annual celebration of comradeship went with a swing. The weekend got off to a flying start in the Spanish Bar, with a singalong to music by the Jack Hawkins band.

The fun continued with a Soda Opera, sponsored haircuts, dancing, singing contests and non-stop raffles. Shipmate Arthur Briggs of Chelmsford, donated a colour TV set he

won as a prize to the Great Ormond Street Hospital, so too did the winner of a huge, cuddly tiger.

The guests of honour at this happy family gathering were Shipmates Alf Wootton, national vice-president of the RNA, and George Holmes, national council member No 9 Area, and their wives. For them, as for all present, the highlight of the weekend was a concert by the Royal Marines Band, Commander-in-Chief, Naval Home Command.

Hood to join mini-fleet

HMS Hood will sail in company with the Bismarck, Prinz Eugen, Scharnhorst, Hipper and the Japanese Yamato, at Bolzano in Northern Italy, between August 15-30.

Proudly flying the White Ensign, the 1/30th scale model of the Hood, measuring 9.5 metres long, propelled by a diesel engine, will be on show with other great battleships of the Second World War, by courtesy of Bolzano Model Shipbuilders Company.

The White Ensign has been loaned for the

occasion by Birmingham Central, and was handed over by Shipmate H. A. James who visited the Bismarck Association in Hamburg for the anniversary of the sinking of the Hood and the Bismarck.

A member of the association, Michael Lesser of 2 Hamburg 65, Kahler Koppel 4, West Germany who devoted six years to building a 1/100th scale model of the Bismarck, would like to build a similar scale model of the Hood. Can anyone supply a set of 1/100th scale drawings?

BRANCH NEWS

swinging and singing, thanks to the Llanelli mixed voice choir. Runcorn extends a welcome to other branches to visit their club once they arrange a date with the secretary.

On a charity run from Portsmouth to Newcastle, 15 members of HMS Newcastle were welcomed and entertained by shipmates of Doncaster. At a buffet party arranged for the visitors £220 was raised for their charity run. In return, 25 members of the branch were entertained onboard the Newcastle and send their thanks for the welcome and hospitality extended to them.

Maidstone marked their 40th anniversary by dedicating their standard at a service attended by the Mayor, the deputy mayor of Tonbridge and the General Secretary Capt. Jim Rayner. Thank-you to all who helped make the anniversary a marvellous occasion.

Now that Blackpool and Flyde have changed venue to the Stretton Hotel, North Promenade, they boast their own mess facilities which they are ready to share every Wednesday with visitors, provided they contact the mess secretary. Special arrangements can also be made for social evenings and meals.

A charity concert by the Royal Marines band of the Commander-in-Chief Naval Home Command, organised by Thurrock branch, raised a total of £1,838 which was shared equally by the Central Charities Fund and the King George's Fund for Sailors.

Members of Christchurch welcome new recruits and visitors to their meetings held on the fourth Tuesday each month at 8 p.m. in the West Hampshire Water Company Club, Mill Road, Christchurch.

During the five-day visit to

France members of Wakefield went to Dunkirk and visited the Brie Service cemetery to honour the memory of those buried there. They also toured Paris, Lille and Rheims. Their urge to travel will take them, in the coming weeks, to Liverpool, Nottingham, Mansfield and Scarborough.

Northwich dedicated their standard on April 17, at St Helen's Church, Witton, and thank all who gave support, especially the Winsford and Northwich Sea Cadet Units and the Crewe Sea Cadet Band. At the parade, 70 shipmates representing branches throughout No. 10 Area paraded 21 standards.

Milton parish church was packed to capacity on April 30, for the laying up of Gravesend's old standard and the dedication of the new. The service conducted by the Rev. Victor Lawrence, the branch chaplain, was attended by 200 shipmates from as far afield as Hunstanton. The lesson was read by the branch president, Rear Admiral John Bell, who also took the salute at the march past, accompanied by the Mayor of Gravesend and the Chief Superintendent of Kent County Constabulary.

In the evening 350 shipmates enjoyed a buffet dance with music provided by a quartet of musicians, all members of the branch. Two celebration cakes decorated in nautical style by Shipmates Sheila Forder and Mandy Reely were cut by Ad-

miral Bell. A raffle held during the evening raised £400 for RNA charities, and thanks are due to all who gave their support. The proceeds of a barbeque held at the club plus an impromptu raffle, on Bank Holiday Monday raised £282 for the Telethon Appeal.

Shipmates Ken Fisher and his wife, Renee, of Poole have the rare distinction of being the first husband and wife team, to win awards for their work for the King George's Fund for Sailors. Both received certificates of appreciation and silver gilt badges for the many years spent collecting on Flag Days at Bournemouth, Lymington, Poole and Southampton.

Shipmates of Enfield enjoyed a memorable visit to Germany as guests of their oppos, the Marinekameradschaft, at Meinersen Seershausen. Free accommodation was provided for the visitors who were royally entertained during their stay. The programme of events included a visit to the border guards base where they were shown a film and given lunch before being taken to view the East/West Border.

The visitors were also entertained to lunch at Keil Naval Base where they toured the destroyer Lutjens and then went by naval craft to the German War Memorial at Laboe. The Enfield standard was paraded at the memorial and a wreath laid by Shipmate Bill Knight, the branch chairman, on behalf of the association. The stay in Germany ended with a civic reception and a tour of the Volkswagen factory. Thank-you to all in Germany who made the visit so enjoyable.

"Forgotten Navy" remembers

MRS MARGARET CHALK's father died at sea when the Royal Navy ship he was on was blown up by a mine off the Belgian coast.

But she didn't know until years later that he was on the same ship as survivor Bill Chalk, who was a stoker on the ill-fated LST 420 (Landing Ship Tanks), and the man she was to later marry.

"The story came out years after the war during a casual conversation," said Bill, 63, now secretary of the newly-formed LST Association which has just held its first reunion.

"I was just a youngster then and one of the crew of the 1,650-ton LST 420 when she struck a mine off Ostend on November 7, 1944.

"Margaret's father, LAC Gregory Ash, was 39 at the time of his death and was with one of the RAF radar teams

we had on board."

Bill revealed his story when he and the self-styled "Forgotten Navy" held their first get-together at Portsmouth and Southampton.

"We call ourselves that because none of our ships had names, just numbers, so over the years we have tended to be out of things," he said.

"But last year I decided to do something about organising a reunion for those who had served on LSTs.

"An advertisement in a Dorset newspaper led to TV and radio interviews with follow-up stories and more papers. In a very short time more than 200 former LST men had contacted me anxious to form an association and meet up.

"I even met Charlie Bell from the Isle of Wight who was on the trawler Greenfly which fished me out of the water

when LST 420 went down. He heard me telling the story on local radio and contacted me.

"People wrote to me from all over the country, even from Gibraltar. Now we've had our first reunion and it was a huge success. Already I'm being urged to organise the next."

But while nostalgia occupied most of their talk-time, it was not all confined to those old wartime ships, for the members were given a tour of the brand-new RFA Sir Galahad, the replacement for the one of the same name lost in the Falklands conflict.

"It was a marvellous tour," said Bill Chalk, "and made our weekend. We're most grateful to Capt. Phil Roberts, Chief Officer Paul Keohe and everyone aboard the ship for their kindness and consideration."

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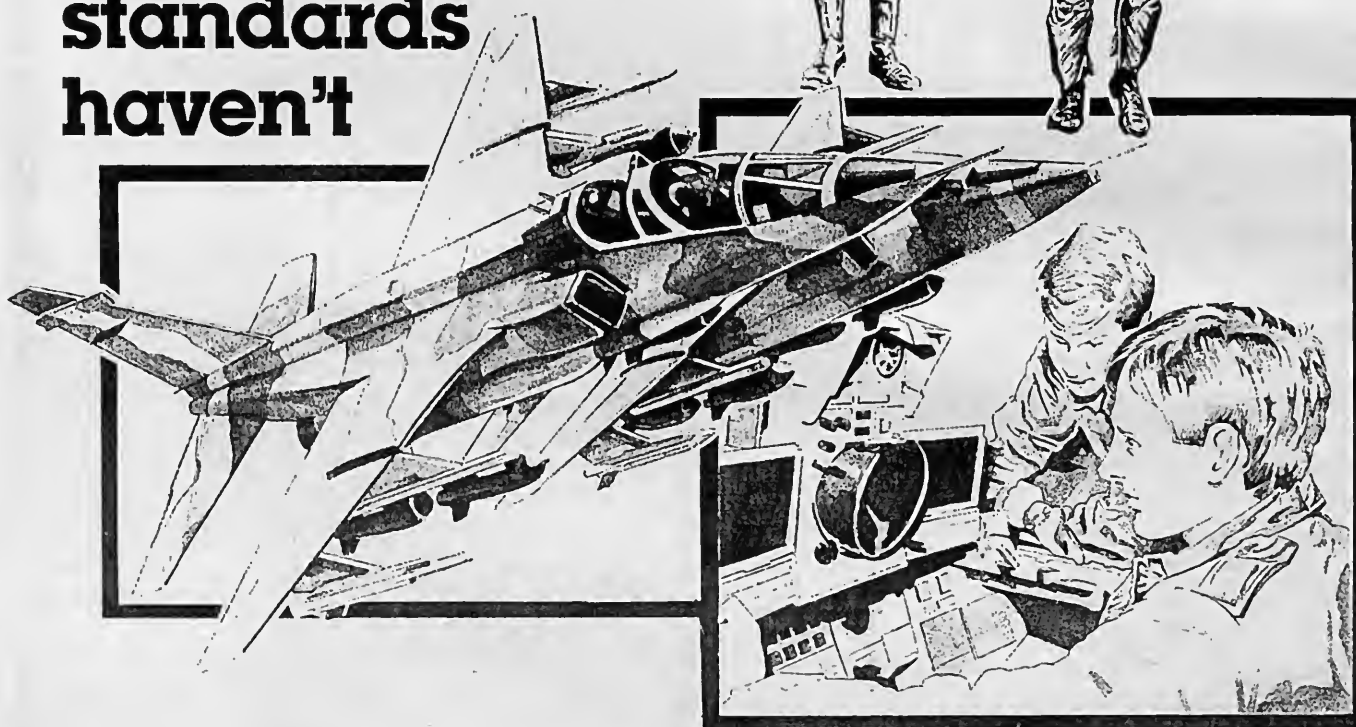
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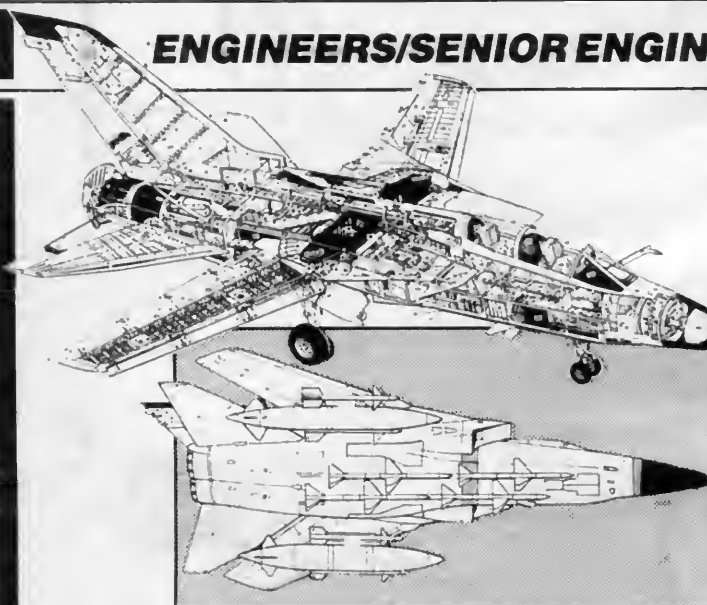
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BRITISH AEROSPACE



The RN squad pose for a picture with their Hong Kong counterparts. Back row, left to right: Lieut. Andy Veal, Lieut. Paul Dorey, Lieut. David Stroud (Captain), Lieut. Neil Brown, CPOAEA Howie Pavey, Lieut. Martin Smith, Mid. Russell Breach, Mid. Richard Williams, and Mid. Simon Cooper (Cox).

RN SHINE AT TOP REGATTA



TOP class crews from seven countries congregated at Shatin on the Shing Mun river for the 10th Hong Kong International Rowing Championships — and for the first time, the Royal Navy's first eight squad was among them.

Representatives from Hong Kong, Australia, China, Japan, Bengal and the Philippines joined the British team on the 2,000 metre course where, despite the unfamiliar environment, the RN crew had an excellent weekend's racing — qualifying for the semi-finals of both the four and eights competitions.

Lieut. David Stroud, Lieut. Neil Brown, Mid. Richard Williams and Lieut. Andy Veal who made up the RN's first

NN Rowing

four for the event, found themselves racing against their team mates — Lieut. Martin Smith, Mid. Russell Breach, CPOAEA Howie Pavey and Lieut. Paul Dorey, with their cox, Mid. Simon Cooper — in a four's semi-final. Unfortunately, the two Chinese teams also in the race proved too strong for them and deprived the British men of places in the final.

Reunited for the eights competition, the Navy men again found themselves outpaced and ended in fifth position overall.

Disaster nearly struck the squad prior to the competition — as on the first practice day Lieut. Paul Dorey caught a massive crab and was catapulted out of the boat. As he surfaced he was hit by part of the boat's rigging and his injury necessitated 11 stitches in his ear.

The eight were able to spend a few days in Hong Kong after the Championships before returning to the UK where — shortly afterwards — the Joint Services Regatta was held at Peterborough.

The Navy did well in this event, winning four out of five sculling races and gaining narrow victories in the Senior Coxed fours and veteran fours.

NN Angling

Mackay is picked for his country

ANOTHER Royal Navy angler has been chosen to represent his country, CPOMEA Duncan Mackay (HMS Neptune) will represent Scotland in the European Federation of Sea Anglers European Championships in Plymouth. He has also been chosen for the Scottish team which will take part in the EFSA Open Boat Championships.

Duncan is the second Royal Navy and Royal Marines Angling Association angler to represent his country in sea angling over the last two years.

Other sea section members have been taking part in the Champion of Champions Competitions and the Shore Event which was fished at Poole and won by CPO Tony Chamberlain of HMS Seahawk. The Boat Championship was fished from Lymington and was won by LAEM Trevor Osborne of HMS Daedalus — completing a fine double for the Naval Air Command anglers.

In Gibraltar HMS Rooke

represented the Royal Navy in the tri-Service championships, and after two events in the six-match championships the Navy are leading the competition with two victories and two individual competition wins by POCK Mark Sheppard.

The RNRMA are still looking for anglers to represent them in all three sections. Those who are interested should contact RPO Trevor Sutch at HMS Daedalus for sea angling, Lieut. Mawby at HMS Defiance for coarse angling and Lieut.-Cdr. Robin Everall at HMS Seahawk for fly fishing.



No wind for Cup race

Above: Cdr Mike Hawke (left) and Capt. Jake Backus (right) — both qualified Royal Yacht Association Offshore Skippers — yielded command of HMS Dryad's yacht to Lieut. Chris Gardner, normally the Captain's personal assistant, for the Guernsey Cup Yacht Race. They are seen obeying their skipper's order to swab the decks before the boat set sail.

NINE boats entered the 1988 Guernsey Cup Yacht Race and set off from Portsmouth for the Channel Islands town of St Peter Port — but only four completed the journey, and the first across the finishing line was some 12 hours later than expected.

Lieut. Chris Gardner, skipper of "Sea Nymph of Portsea", HMS Dryad's yacht, explained that five of the yachts were forced to retire from the race altogether because there was no wind blowing and the other four — all, coincidentally, from Royal Navy establishments — took 30 hours or longer to complete the course.

He and his crew — which included the Captain of HMS Dryad, Capt. Jake Backus, and the Commander, Cdr. Mike Hawke — managed to guide the Sea Nymph to the finish ahead of the other yachts and (once the handicapping system had been taken into account) into second place overall.

Despite trailing in fourth — nearly 45 minutes behind Sea Nymph — HMS Dolphin's yacht, "Scraph", skippered by Cdr. Peter Wykeham-Martin, took the first prize in the race because of her handicap.

"Electron 3," skippered by Lieut.-Cdr. Tony Jacklin, crossed the line second for HMS Collingwood, just three minutes behind Sea Nymph, and HMS Sultan's yacht, "Sandpiper", reached St Peter Port some 20 minutes later.

Jubilee win gives Sultan the big four

Soccer champions, HMS Sultan, snatched victory in the Naafi Jubilee Cup with a thrilling home win against rivals from RAF Locking in the final match of the competition, writes Jack Sheppard.

Sultan have just completed their most successful season on record, also claiming three other major trophies — the Navy Cup, Portsmouth United Services Football League Division One Trophy and the United Services Football League Senior Challenge Cup.

The Naafi Jubilee Cup, sponsored by Webster's Yorkshire Bitter, is contested by each of the championship service teams and placings are decided by the number of goals scored overall rather than on wins and draws. This year's contenders — HMS Sultan, RAF Locking and the School of Signals, Blandford, for the Army, were all chasing

NN Soccer

the cup for the first time.

Sultan, beaten 2-0 away by Signals, needed four goals against the RAF champions to seal victory. From the kick-off the Navy team showed their determination to reach the magic figure with a display of attacking football which left Locking floundering in the first half under relentless pressure.

Sultan went into an early lead with goals from POPT Tongue and LMEM Sheldon and the Locking defence collapsed. Just a minute before the interval the home side clinched a third thanks to the captain,

Sultan enjoy their success.



LPT Steve Riley, after a period of sustained pressure.

RAF Locking had much more play in the second half but were never able to break down the tight home defence. When they did, Navy Youth 'keeper Clarke, standing in for Adams, who had broken a finger earlier in the day, was well in command of his penalty area.

For a moment Sultan's luck seemed to be changing when

they missed a penalty kick midway through the half, but they were not to be denied the vital fourth goal. Twelve minutes from the end Sheldon scored his second, lofting the ball into an empty net.

A delighted LPT Riley said after the game: "We knew what he had to do and went all out to attack, to push forward, to get the goals that mattered. Our victory was tremendous — not just for the team, but for HMS Sultan, in our first year in this

competition. We intend to be back in the running in '89."

He and his team were presented with the Jubilee Cup and individual commemorative engraved glass tankards from Chris Nicholl, manager of Southampton FC and former Northern Ireland international. Tankards were also presented to members of the Locking and School of Signals teams.

Chris congratulated all the players, saying the match had been played with terrific spirit.



Volleyball victors: standing, POWrens Valentine, Johnson, Paton, LWren Sampson, POWren Redgrove, 3/O Leonard, Wrens Vout, Monnox, LWren Barker, WO Hadley (team coach). Kneeling, Wrens Brown, Wallace, Donkin, 3/O Gosrick, POWren Carlisle, LWren Tunstall, LWren Kinsey, LWren Gannon, LWren Gildon.



Sport



GIRLS DO IT AGAIN!

ONCE again the RN Women's team have won the Inter-Service volleyball title, taking the trophy for an astonishing eleventh time.

Their opponents in the final were their old rivals the WRAF who put up a tough fight in the first set, but the WRNS held off the challenge to take the set 16-14. The Navy girls also took the second but in the third the WRAF made a comeback and the match wasn't decided till the fourth set when the WRNS sealed success with some fast attacking and good serving.

WO Diz Hadley (HMS Collingwood), the team coach, was delighted with the perfor-

Volleyball

mance, as was vice-captain POWPT Judy Redgrave who was playing in her last Inter-Service tournament having represented the WRNS for the past 11 years.

In the men's competition the RN team won a closely-fought match against the Army, and the Army went on to beat the RAF in the biggest upset for years.

The RAF were favourites in the match against the Navy, but the sailors provided a great show of volleyball. Finally, the RAF proved their form and took the match leaving the Army as outright winners of the competition.

Dunleavy on top form

THE Royal Navy Modern Pentathlon Association's 1988 championship was held at Norton Manor Camp and CTCRM Lymington over three days in June and the Army was invited to enter a team to provide outside competition.

The results for the tetrathlon (running, swimming, shooting and fencing) were — Men: 1, CPO P. Dunleavy (RNH Haslar); 2, Capt. J. Rye RM (RM Eastney); 3, Lieut. P. Cameron RM (CTC RM). Ladies: 1, Wren C. Davies (HMS Collingwood).

For pentathlon (running, swimming, shooting, fencing, riding) the results were — Men: 1, CPO P. Dunleavy; 2, Capt. J. Rye; 3, Lieut. P. Cameron. Wren Davies again won the ladies event.

Winners of the individual disciplines were Mne. B. Percival (CDO Logistic Reg) for riding, CPO Dunleavy for fencing and swimming, Wren Davies for shooting and Capt. J. Rye for running.

Trophies were presented to Pat Dunleavy, who retained them from last year, and Caroline Davies by Danny Nightingale, Olympic gold medalist in modern pentathlon and national development officer for the sport.

Hassan called up by Scotland

YET another Royal Navy boxer has achieved international status, Mne. Dean Hassan (Comm. Grp.) was called up at 48 hours notice to represent Scotland in Dundee, and to fulfil one of his lifelong ambitions.

Boxing

Loving, but this was undoubtedly Johnson's best performance of this year.

The Navy's two winners of the evening were AB Quinton Shillingford (HMS Nelson) and Mne. Billy Draper (42 Cdo.) who both had too much mobility for their opponents and ran out comfortable winners. ABA finalist Rob Wileman (Cdo. Log. Reg.) continued his fine form against local favourite Mark Linton, but after a tough bout dropped only his third defeat of the season.

Linton was one of several US Army boxers taking part who have been chosen to take part in the US Olympic trials, and AB Dale Randle (HMS Dolphin) faced another Olym-

pic hopeful when he took on Eric Shields. Dale boxed better than he has all season and was two rounds up until a devastating punch from Shields put him to the canvas. He managed to get up but the referee saved him from further punishment.

Mne. Steve Fulthorpe (42 Cdo.) was dropped for a count of eight in the first round, but fought back hard and only lost the decision by a majority.

Boxing coach Sgt. Leo Toms (HMS Nelson) is delighted by the performance of his squad this season. "This will have opened the eyes of the Army and RAF," he said. "This is just the first step to the Royal Navy becoming the strength that they were in the mid-70s.



Mne. Dean Hassan

NEWS IN BRIEF

HMS Daedalus shooting team led by PO(M) Cross won eight of the 14 trophies at the Naval Air Command Rifle Association Championships held at HMS Raleigh's Trevol Range.

Two of the team's haul of trophies were won by AEM Cleverly (Champion at Arms for the highest score during the competition) and PO Parker (Cannon Trophy holder for top tyro). The competition was

held over three days using the SLR, SMG and 9mm pistol.

□ □ □

Former-killick sparker Maurice Perkins, now running an amateur football team in Stockport, would like to organise a pre-season friendly against an RN side in Portsmouth in August. His team will arrange travel and accommodation, but needs opposition, a pitch and a referee. Contact 142 Northgate Road, Edgeley, Stockport SK3 9NL (tel. 061-480-5578).

□ □ □

Lieut. Chris Robison of 814 Naval Air Squadron won HMS Illustrious' Rock Race in Gibraltar in a time of 18 mins 13 secs, heading a strong field of 138 finishers from all departments of the ship. PO Robbins of 800 Naval Air Squadron was second and PO Gilpin was third, leading the air engineering department to a team victory.

□ □ □

The Naval Air Command swimming championships were held at RNAS Culdrose last month. POAEM Greenwood, team captain, accepted the men's trophy for HMS Seahawk. HMS Heron won the ladies trophy.

Ed moves into top place

TWELVE years service with the Royal Navy's Cresta Squad has brought an accolade for PO Ed Nuzum — members of the Sports Control Board have voted him the winner of the NATO Trophy.

The award — for the individual sports person of the year — included Ed, of HMS Gannet, in 1987, when he was runner-up, but his coaching and vice-captaincy of the RN team and performances in Joint and Inter-Services events in 1987 and 1988 clinched it for him this time round.

Ed steered the RN squad to victory at the Inter-Services

Championships where they set new course records in both 1986 and 1987. Individually he recorded the third fastest cresta run ever achieved on a conventional toboggan during 1987, and became Inter-Services Cresta Champion with the fastest speed of the day.

Cpl. David O'Connor of the RN rifle squad, who set up a new record aggregate score of 993 out of 1120 when he won the Queen's Medal as champion shot of the RN and Royal Marines at Bisley in 1987, was NATO Trophy runner-up, with Cdr. Alan Spruce, secretary of the RN Lawn Tennis Association in third place.



PO Ed Nuzum



IN THE SWING

GOLFERS from HMS Raleigh have won the Plymouth Command Golf Championships, taking the cup from HMS Defiance for the first time since 1985.

Caught giving a lesson in synchronised swinging, the victorious team comprised (from left) CPO Jan Kingdom, CPOCK Peter Williams, POWTR Richie Richards and captain POSTD Bruce Castledine.

Victory despite low turnout

A TOTAL of 18 firsts sent the Royal Navy Athletic Club sailing to victory in their third match in Division One, and that despite only 16 athletes turning out for 36 events.

LWEA Glynn Mortley (HMS Royal Arthur) competed in half a dozen events and won four of them — the B string high jump, in which his 1m 70cm jump was a personal best, A string long jump at 6m 57cm, B string shot at 12m 37cm and the 4x100m relay.

Ex-LReg. Rick Nicholson won the four events he competed in — the B string long jump at 6m 46cm, the 4x100m relay and a double in the sprints, B string 100m

Athletics

in 11.3 sec. and B string 200m in 22.8 sec. POWEA Rupert Williams (HMS Neptune) won three of his four events, the relay and the A string 100m and 200m sprints, at 11.3 sec. and 22.8 sec. respectively.

LPT Steve Stretch (HMS Dolphin) and POPT Steve Gough (HMS Drake) achieved a double in the 800m, both winning their race and scoring a personal best in the process. Stretch won the A string in 1 min. 56.5 sec. and Gough won the B string in 1 min. 57.5 sec. Stretch

then went on to win the 1500m race in a time of 4 min. 1.9 sec.

The remainder of the team's firsts were: 400m hurdles, A string Cpl. Russ Williams (CTC RM Lymington) 55.4 sec. and B string Lieut. Mark Fielding (RNEC Manadon) 57.3 sec.; javelin, A string Lieut. Andy Quixley (HMS Drake) 50.2m and B string Mne. Gary Caruth (45 Cdo) 48.84m; triple jump, A string JAEM John Harnett (HMS Daedalus) 13.59m, 400m A string CPO Earl Johnson (HMS Nelson) 50 sec.

The final positions were RNAC (136%), Blackheath Harriers (121), Ilford (115%), Portsmouth (106%) and Mitcham and Sutton (56%).

SETTING OFF — BY SEA AND LAND



Picture: PO(Phot) Ric Toner

Above: Honour of leading the Outback '88 deployment from Portsmouth went to HMS Sirius whose namesake was escort for the First Fleet which arrived off Australia 200 years ago. Following the Sirius out of harbour are HMS Edinburgh and the task group flagship HMS Ark Royal.

Right: Pedal power to Malta: Six cyclists from HMS Ark Royal get a warm send-off from the commanding officer, Capt. Mike Harris, and friends as they set out from Portsmouth on a 1,500-mile journey across Europe to Malta, where they are rejoining the Ark.



RN ENVOYS

From front page

area will include Singapore, Hong Kong and Bangkok.

The ships will then sail down the Great Barrier Reef to arrive in Sydney in time for the Australian Bicentennial naval review on October 1, at which the Duke of York will take the salute. Sea Harriers from the Ark Royal will be taking part in an air show shortly after the review.

Six cyclists from the Ark Royal were due to join her at Malta after cycling the 1,500 miles from Portsmouth. The feat, involving two ferry crossings, is set to bring in a hefty donation for the Great Ormond Street Hospital for Sick Children's Wishing Well Appeal.

The six were no doubt hoping there was some beer left

over from another charity event: a sponsored barrel push from the Tottenham public house in Oxford Street, London, to the Ark Royal's forward bow at Portsmouth back in May. The push by CCWEA David Ashton and publican Mike Blake, helped by barman Phil Newton and ex-steward Tug Wilson, raised over £1,000 for ITV's Telethon '88 Appeal.

Numbers down

TOTAL strength of the Royal Navy reduced by just over 1,000 — about two per cent — during the financial year ended March 31 1988, it was stated in recently-announced statistics.

YARD JOBS AXE WON'T HIT NAVY

MANPOWER rundown at Devonport dockyard does not indicate any change of the Government's determination to maintain a strong Navy, said the Ministry of Defence when Devonport Management Ltd. announced further job losses at the yard.

"The reductions made since the transfer to commercial management result from the previous overmanning under Ministry of Defence management, the extent of which is now becoming clearer; efficiency improvements being introduced by the contractors; and adjustments to defence refitting and repair requirements, including the revision of up-keep cycles for modern ships.

Economic

"It is in the interests of the Royal Navy, the taxpayer and the long-term future of the dockyard itself that manning should be reduced to economic levels," the MOD said.

The latest announcement from DML involves a reduction of 1,900 jobs over the next

two years, in addition to the planned 1,400.

In the Commons it was stated for the Government that Plymouth would remain a major naval base and Devonport the largest dockyard for the foreseeable future.

Stating that the revision of upkeep cycles did not indicate a reduction in engineering standards in RN ships, MOD added, "Modern gas-turbine ships are more reliable and need less maintenance than older ships. Upkeep cycles have been adjusted accordingly.

"Progressive improvements

have also been made in ship availability. In 1981 surface warships spent on average nearly 20 per cent of their time in refit. In 1987 the figure was 12 per cent.

● HMS Amazon is back in operational service after a six-month docking and essential defects period in the hands of DML. Members of the ship's company assisted with the work, mostly on propulsion and auxiliary machinery. After successful trials and passing final inspection, the Amazon went to Portland for operational sea training.

Money matters

A TOTAL of nearly £300,000 was allocated to the Royal Navy and Royal Marines and to Service-associated projects at the summer meetings, held in London in June, of the Sailors' Fund and the Fleet Amenities/Fleet Recreational Funds.

About £75,000 of this total represented half-yearly and annual grants, while for specific projects there were grants and loans of £146,455 from the Sailors' Fund and £71,641 in grants from the FAF/Fleet Recreational Funds.

The full list of grants and loans will be published in the August edition.

Dedication

PLYMOUTH'S Falklands Maritime Memorial is to be dedicated at a special ceremony in the Belvedere Memorial Garden at Plymouth Hoe at 1530 on Thursday, July 7.

RNA subs rise

THE Royal Naval Association National Council's motion to raise subscriptions by £1 to £3.50 from January 1 1989 was carried by 183 votes, to 26 at the association's annual conference at Grimsby in June.

Carried also was a proposal by Fleet Street branch that younger members should be encouraged to hold office at national, area and branch level. Conference details will be reported in the August edition.

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Banding together in show finale

A re-enactment of the defeat of the Spanish Armada will provide a spectacular finale to the 1988 Royal Tournament, taking place this month at Earls Court, London.

Tournament theme is the story of the drum, the beat of which will call 2,000 Servicemen and women — and 200 horses — into the arena.

Among the many features will be the Royal Navy's ever-popular Field Gun competition, while the band display represents the biggest assembly of massed bands ever seen at the tournament, involving some 650 musicians.

Three of the best

A TRIO of awards has been gained by Navy News in the 1988 competition of the British Association of Industrial Editors, for papers produced last year.

These included two awards of excellence for Navy News — one for headlines and the other for the news story "Night of Courage" (April edition). This covered Royal Navy participation in the aftermath of the Zeebrugge ferry tragedy and was written by deputy editor Chris Horrocks. There was also a certificate of merit in the class for large circulation internal newspapers.

Old hull will test Falklands lessons

A TWO-YEAR series of vulnerability trials on the hull of a decommissioned ship is to be started by the Ministry of Defence this month.

The project is designed to test developments in warship design and construction, together with lessons learned during the Falklands conflict.

Shock, fire and blast tests are involved in the trials and for some of the tests it is planned to modify a small part of the hull to represent the structure of the new Type 23 frigate.

The programme will be broken down into three main phases — close-down and fire trials in the Portsmouth area between July and October this year; underwater shock trials in the Rosyth area in Spring 1989; and blast and fragmentation trials in the Portsmouth area in Autumn 1989.

On completion of these trials the hull will be towed to an ap-

proved sinking ground for final tests before sinking. "There will be no pollution or long-term damage to the environment as a result of the tests as all toxic substances have already been removed from the hull," said MOD.

The last significant hull vulnerability trials conducted by the Royal Navy took place between 1947 and 1950.